

Flying School Sites A

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SILVER SORTIE POSTPONED

NATIONAL HEADQUARTERS — Col. Joe L. Mason, has announced the findings of a special CAP committee appointed to study the membership fly-in to help celebrate the 25th anniversary. The fly-in was designated "Silver Sortie."

According to the colonel, the committee recommended postponing the fly-in as it did not feel the program was feasible this year.

CAP Times

Civil Air Patrol



USAF Auxiliary

Vol. VII, No. 12

FEBRUARY, 1966

\$1.00 Per Year
By Mail Subscription

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FAA Flight Programs Set

NATIONAL HEADQUARTERS—Civil Air Patrol senior members who qualify are urged to apply for one of the Federal Aviation Agency/CAP orientation programs this summer. A limited number of the programs have been scheduled at the FAA Academy, Oklahoma City, Okla.

CAP wings and regions must submit their nominees to arrive at National Headquarters (CPO) not later than June 1. Selected nominees will be notified by personal letter and through command channels as early as possible. In addition, nominees will be notified when all programs are filled.

Phase I, FAA/CAP Flight Instructor Orientation Program, will be held in two parts, August 1-12 and August 15-26. It will include approximately 40 hours of ground and 15 hours of flying orientation using the T-34 aircraft.

Ten CAP members may attend each of the programs. To qualify, a senior member must be a mission-rated pilot with an FAA Flight Instructor rating, have a current medical certificate and be active in emergency services and in the CAP standardization program.

PHASE II, FAA/CAP Pilot Orientation Program, will be held in three parts, June 20-July 1, July 5-15 and July 18-29. Activity will be the same as in Phase I.

Ten CAP mission-rated pilots with at least 200 hours flying time, who have a current medical certificate and who are active in emergency services and in the CAP standardization program may attend each part.

Phase III, FAA/CAP Aircraft (See FAA, Page 15)

Test Sheets To Demand Exactness

NATIONAL HEADQUARTERS — An excessive number of errors are being made on the IBM answer sheets being sent to National Headquarters causing unexpected delays in processing, the Testing Section, DCS/Aerospace Education and Training at National Headquarters reported.

The conversion to IBM scoring and the resultant increased workload has caused a slowdown in test processing. It normally takes approximately four working days from receipt to process test orders (CAPF's 55 and 55A) and approximately five working days from receipt to score answer sheets and mail out test reports.

This delay is increased, testing section reports, if the unit testing officer does not check each answer sheet against the following, most common errors:

—All information in the upper right corner of the answer sheet must be entered and coded correctly.

—A number 2 black lead pencil must be used for all coded information. Light pencil, ink, or ballpoint marks will not register.

—Answer sheets must have a serial number. Members without serial numbers must not be examined.

—Cadets must use their six-digit serial numbers. The old wing serial number cannot be used under any circumstances.

—Senior member serial numbers must have eight digits. Seniors who have serial numbers with less than eight digits must precede

(See TESTS, Page 15)



Silver Anniversary

MISS SHIRLEY MacLaine, well known movie star, and Malcom Dooley, brother of the late Dr. Thomas A. Dooley, accept New York Wing's first CAP Silver Anniversary pen from Lt. Col. Jerome Roniger, CAP, wing deputy for operations. Presentation was made during the THOMAS A. DOOLEY FOUNDATION—"SPLENDID AMERICAN AWARDS" banquet in New York City. Miss MacLaine is chairman of the foundation and has made several visits to Laos to visit hospitals set up by the foundation.

(Photo by K. George Ozaki)

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Col. Spraggins Named National Safety Officer

NATIONAL HEADQUARTERS —There were two important developments in the Civil Air Patrol safety program in late January. One was the appointment of a CAP lieutenant colonel to the newly-

created position of National Safety Officer, CAP. The other was the appointment of Maj. Lavoy E. Lasiter, USAF, director of safety at National Headquarters, as Flight Safety Foundation liaison representative to the Civil Air Patrol.

Col. Joe L. Mason, USAF, national commander, and Col. Lyle W. Castle, CAP, chairman of the National Board, announced the appointment of Lt. Col. James C. Spraggins, a CAP member from Houston, Texas, to the new position.

Colonel Spraggins is a safety consultant with the Pacific Employers Insurance Company Division of the Insurance Company of North America, with offices in Houston.

He holds a bachelor of science degree in industrial safety and a masters degree in industrial engineering and education with a major in industrial safety. Both degrees were earned at the Uni-

(See COL., Page 14)

Utah Recruits Commissioners

SALT LAKE CITY, Utah—Members of the newly created Utah Aeronautics Commission hold dual membership thanks to the foresightedness of one of the members and a veteran Wing commander.

The 1965 state legislature divorced aeronautics from highways and created the new and independent state aeronautics commission. The commission is composed of business and professional leaders; all of them experienced pilots; four of them aircraft owners.

The commissioners and the director are well informed of Civil Air Patrol in modern aviation and acting upon the suggestion of Commissioner Dr. Donald K. Bailey, M.D., voted unanimously to express its support and appreciation of CAP by joining the organization and urging others to do likewise.

Colonel Joe Bergin, CAP, Utah Wing commander, personally recruited the commission members into CAP. Members of the aero-

(See UTAH, Page 15)

Anniversary Souvenirs Now Available

NATIONAL HEADQUARTERS — A silver and blue pen and a silver and blue baggage/key chain tag have been approved by National Headquarters as promotional items for all Civil Air Patrol units during the Silver Anniversary year.

The items are specifically tailored to promote public awareness of the CAP Silver Anniversary celebration among prominent civic and community leaders. These items, a National Headquarters spokesman pointed out, can also serve as a most attractive and useful item for unit commanders to stimulate esprit de corps among CAP members.

Through the efforts of the National Headquarters office of Information, a special rate has been obtained for the purchase of the promotional items. The pens, fair retail price is \$1.25, can be purchased for only 27 cents each. The baggage tags

are 10 cents each. However, this price has been realized through a large quantity order. The National Information Office must have an overall order of 10,000 pens and 25,000 tags in order to hold the aforementioned price.

Any unit desiring to purchase any of the items should submit directly to National Headquarters, Attention CPN. All orders must be accompanied by a money order made payable to: Office of Information; no checks. A special order blank is available on page 14 of this paper. An additional 50 cents for handling and mailing must also be included.

For more standardization of ordering, National Headquarters has set a minimum quantity order.

(See HANDOUTS, Page 14)

CAP News in Brief

Unique License Plates

JACKSONVILLE, Fla. — The Jacksonville Search and Rescue Senior Squadron, Florida Wing, now has unique CAP license plates made especially for use by its members. The same size and shape as regular Florida tags, the metal plates bear the Florida Wing insignia and have the squadron's name in raised blue lettering on a white background.

Each individual plate bears the title of the staff position of its owner. Plates for non-staff members carry the word "MEMBER."

Judge Honored

PITTSBURGH, Pa.—The Honorable Judge G. Brosky, who is also a senior member of North Hills Cadet Squadron 610, Pennsylvania Wing, recently received the "Patriotic Civilian Service Award" in recognition of his services to the Army Air Defense Command. The award, believed the first of its kind to go to a Pittsburgh civilian, was presented by Lt. Gen. Charles B. Duff, U.S. Army, commanding general of the Army Air Defense Command.

Judge Brosky is also president of the Greater Pittsburgh chapter of the Air Force Association.

Tour Municipal Airport

FRANKFORT, Ind.—Fifteen members of the Clinton County Composite Squadron, Indiana Wing, recently enjoyed an all-day tour of Weir Cook Municipal Airport on the southwest edge of Indianapolis.

Guide for the tour was Bob Dewel, assistant administrative director of the airport, who took the CAP members through facilities used by American, Delta, Eastern and Transworld airlines.

Helpful Uniform Hint

UNION, W. Va.—A helpful hint on proper positioning of CAP cutouts on dress blue uniforms for males was given members of the Greenbrier Composite Squadron, West Virginia Wing, recently by Lt. Phil Kelly, CAP squadron commander.

He placed a cardboard under the lapel of a blouse and drew an outline of the lapel edge on the cardboard. After checking CAPM 39-1 for the exact location, he drew a rectangle $\frac{1}{2}$ " high by $1\frac{1}{4}$ " wide on the card, then cut out the triangle. The pattern is then used as a guide to locate the cutouts properly on a blouse.

Visit Philadelphia Airport

NORRISTOWN, Pa.—Eight cadets from the cadet squadron at Norristown and four from the Montgomery Composite Squadron, Pennsylvania Wing, recently had an orientation tour of the Philadelphia International Airport. The trip was arranged and conducted by Maj. Richard H. Stetson, CAP, training officer of Valley Forge Group 90.

With cooperation of major airlines, FAA and airport officials, cadets were shown through a Boeing 707, a Delta 880 and a Super-G Constellation, and visited navigation and fire fighting facilities.

Flag Presented to Unit

BAY VILLAGE, Ohio—An American flag that has flown over the nation's capitol was recently presented to Dover Bay Cadet Squadron 1107, Ohio Wing. Presentation was made by D. Kehoe, administrative assistant to Representative Michael Feighan of Ohio's 23rd Congressional District, on behalf of the congressman.

Local dignitaries attending the ceremony included Bay Village Mayor Gersham M. M. Barber, Fred Drankin, Bay City chief of Police; Maj. Fred Rader, CAP, Group 11 commander, and MSgt. Paul Wallers, USAF, who has seen service in World War II, the Korean Conflict and the current crisis in Vietnam.

Birth Announcement

GARDEN CITY, Kan.—Dale Lloyd Stringer, son of WO Daniel F. Stringer, CAP, and wife, Sandra, was born New Year's Day. The parents are both members of the Garden City Cadet Squadron.

In addition to being Garden City's New Year baby, Dale was delivered by Lt. Col. J. D. Raynesford, CAP, who is one of the only two medical officers in the Kansas Wing and is executive officer of Group 4.

El Paso Schools

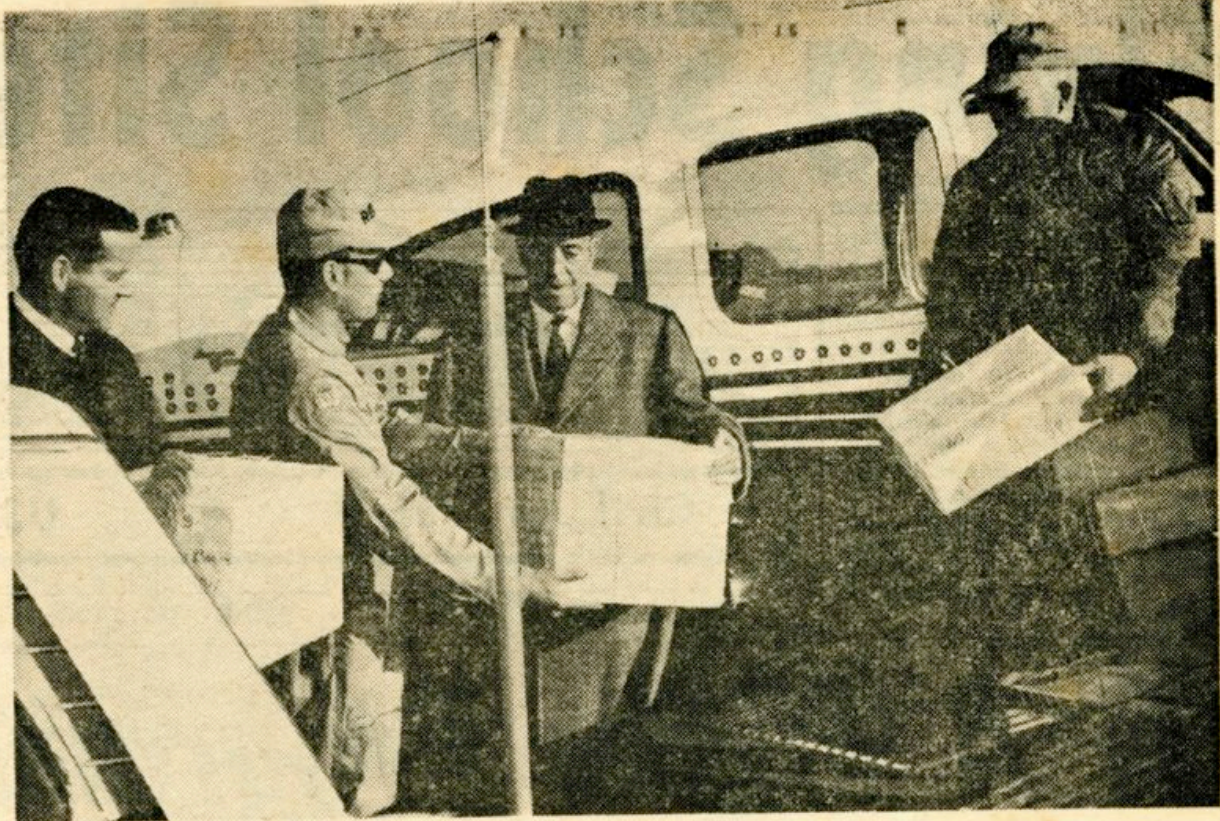
EL PASO, Texas—Next September, students at Burges high school, El Paso, will have a chance to register for Aerospace Science. The course, offered for the first time in El Paso's public schools, will use the Civil Air Patrol cadet aerospace education course materials as a basic text with supplemental and enrichment material from the U.S. Air Force, Federal Aviation Agency and National Aeronautics and Space Administration. The National Aerospace Education Council also will provide study materials.

The new Aerospace Science course will be taught by Lt. Col. C. E. Neal, commander, Group 18, Texas Wing, who is also a speech and history instructor at Burges. The colonel has taught aerospace education to CAP cadets for more than 10 years.

Searchers Honored

GRENIER AFB, N.H.—Members of the New Hampshire Wing, who participated in a recent search for missing aircraft and in the highly successful wing SARCAP were rewarded with a special trip to Cape Kennedy. The trip to the huge military facility was completed through the planning of Col. Kenneth McLaughlin, wing commander, and Maj. John Anderson, USAF, wing USAF-CAP liaison officer.

While in the land of sunshine, the New Hampshire members visited parts of the Air Force System Command operations; the missile launch area; the NASA complex; the Mercury Redstone site and the magnificent "7" monument.



Cookie Lift

WHEN Col. Philip F. Neuweiler, right, Pennsylvania Wing commander, learned that an Allentown (Pa.) mother had 80 pounds of homemade cookies for her son's platoon at Parris Island, S.C., he started an airlift of the "supplies." The colonel contacted Col. Allan C. Perkinson, Virginia Wing commander, second right, who assisted in moving the cookies on the second leg of the journey. At left is Lt. Col. Jon H. Hill, Virginia Wing, and second left is Lt. Col. John Cassel, Pennsylvania Wing. The cookies arrived unbroken.

Flying Safety

Carbon Monoxide Affects Judgement, Flying Ability

(Editor's note: This is the third in a series of flying safety articles reprinted from the FAA Aviation News magazine.)

Most schoolboys can tell you that carbon monoxide (CO) is the product of incomplete combustion and is found in varying degrees in all smoke and fumes from burning carbonaceous substances.

They will add that it is a colorless, odorless, tasteless, and highly poisonous gas. What they may not know is that this gas has long been suspected as the cause of certain aircraft accidents.

Such accidents can occur if pilots do not heed the tell-tale signs of deadly carbon monoxide fumes.

The dangers of carbon monoxide are always prevalent, but especially so in the fall and early winter when cold weather causes pilots to close their windows and vents, and turn on their heaters. If there is a leak into the cabin through the various openings in the firewall, or the fairings in the area of the exhaust system, the colorless, odorless, tasteless gas begins to seep through.

It doesn't take much carbon monoxide to affect a pilot's judgment or flying ability. A CO concentration of 0.06 per cent can cause unconsciousness within two hours. And, depending upon the physical condition of the pilot, 0.1 per cent can bring death in as short a period as one hour.

SUSCEPTIBILITY to carbon monoxide poisoning increases with altitude inasmuch as air pressure decreases as altitude increases and the body has difficulty getting enough oxygen. Add carbon monoxide, which further deprives the body of oxygen, and the situation can quickly become critical. If a pilot smokes in the presence of carbon monoxide, inhaling can introduce CO into the body in substantial and significant quantities.

When inhaled, carbon monoxide is absorbed by that part of the blood—hemoglobin—which normally carries oxygen. Hemoglobin has an affinity for carbon monoxide about 300 times that of oxygen. Consequently, the absorption of the poisonous gas is quite rapid.

As the hemoglobin becomes saturated with carbon monoxide, oxygen in the blood stream is reduced proportionately. If the air contains sufficient carbon monoxide, oxygen starvation and death can result.

But long before this happens, certain physical disturbances will take place to let you know that CO is on the loose.

The early symptoms include sluggishness, a feeling that you are too warm, and an awareness of exhaust odors.

The best protection against carbon monoxide poisoning is to be alert to its symptoms. If you begin to feel any of the symptoms, you should immediately assume carbon monoxide is present and take the following precautions:

- Shut off the cabin air heater and any other opening that might connect the engine compartment air to the cabin.

- Open a window and any other fresh air source immediately.

- Avoid smoking.

- Breathe 100 per cent oxygen if it is available.

- Land at the first practicable opportunity and be sure that all effects of CO are gone before you take off again.

It is a good practice to supplement cabin heating system inspections with periodic operational carbon monoxide detection tests. These tests are reliable, readily available, and may be performed quickly without any disassembly operations. They may be conducted during flight to determine the extent of CO contamination. The tests should be conducted both with the cabin heat "ON" and cabin heat "OFF."

APPARATUS for a color test was developed by the National Bureau of Standards as one early method of detecting the presence of carbon monoxide. While not available at NBS, various instruments that measure or detect carbon monoxide are available through industry.

You can also make sure that your aircraft is not a death-trap by inspecting the exhaust manifold

and heater assembly at regular intervals, as well as whenever CO contamination is suspected. Include this check in your periodic inspection. Cracks and holes may occur in a relatively short time and supplemental inspections are recommended. Many aircraft manufacturers suggest that exhaust and heater systems be inspected as often as every 25 hours of flight time.

Carbon monoxide leaks into the cabin have been traced to worn or defective exhaust stack slip joints, exhaust system cracks or holes, openings in the engine firewall, "blowby" at the engine breather, defective gaskets in the exhaust manifold, defective mufflers, and inadequate sealing of fairing around strut fittings on the fuselage or cabin.

Another source of CO contamination comes from following jet aircraft on take-off, or "ground holding" prior to take-off. If possible, you should position your aircraft out of the exhaust area of preceding aircraft.

Keep in mind that in a nine-month test involving some 200 aircraft, 10 per cent had a marginal level of CO contamination. Check your own aircraft and make sure that it is CO safe.

FAA Advisory Circular 20-32 covering the dangers of carbon monoxide is available free from the FAA, Distribution Section, HQ-438, Washington, D.C. 20553.

COLUMBIA, Mo.—The Columbia Composite Squadron, Missouri Wing, attended en masse the Missouri Highway Patrol Adult Driver Improvement School at the University of Missouri. The school was conducted by Captain Burgess and Sergeant Luker, both of the Highway Patrol and was sponsored by the Columbia Safety Council.

CAP TIMES

Published monthly by Army Times Publishing Co., 2201 M St., N.W., Washington, D.C. 20037 \$1.00 per year by mail subscription (Civil Air Patrol membership dues include subscription).

Second class postage paid at Washington, D.C., and at additional mailing offices.

Vol. VII, No. 12 February, 1966

Self-Made Man Has Past Like Jack London Novel

By JANE KERR

Daily News High Point Bureau
HIGH POINT, N.C.—Dr. Leopold Mozart Hays has been a farmer, carpenter, sailor, soldier, pilot, preacher and teacher.

And it doesn't take long, in the course of a conversation with him, to discover which of his one-man vocations has become an avocation.

Dr. Hays, head of High Point College's Department of Sociology, readily concedes that his volunteer work with the Civil Air Patrol in

aerospace education has established itself in his life as second only to his profession.

Dr. Hays' interest in the Civil Air Patrol began when he taught classes in aviation to earn points while he was an Army reserve officer. He retired from the Army reserve five years ago with the rank of lieutenant colonel. However, his work with CAP goes on and he is now director of aerospace education for CAP's North Carolina Wing.

HIS interest in and contribution

to the CAP program has won him national recognition. He was nominated for the 1964 Brewer Award which is presented annually to the person who is judged to have done the most for aerospace in the country.

Because of his interest and ability in this area, High Point Col-

The story on Dr. Leopold M. Hays appeared in the Greensboro DAILY NEWS, Greensboro, N.C., and has been reproduced here with permission of Charles N. Hauser, managing editor.

lege conducts an aerospace education workshop during the summer for public school teachers, with Dr. Hays as its director.

Dr. Hays joined the High Point College faculty in 1955. He has published a study of character growth, based on an idea conceived during a course he taught in character education. He uses the book as a text for his course in marriage and family.

Ironically, he came near to putting an end to his research and book, and indeed to himself, when he landed an airplane upside down. His passenger happened to be the mother of four whom Dr. Hays was observing for research conducted for his book.

The son of a New England farmer and contractor, Dr. Hays first earned his way at the age of 17 as a farmer's helper at 50 cents an hour. He joined the Navy at 18 and six years later began his college career with no high school diploma.

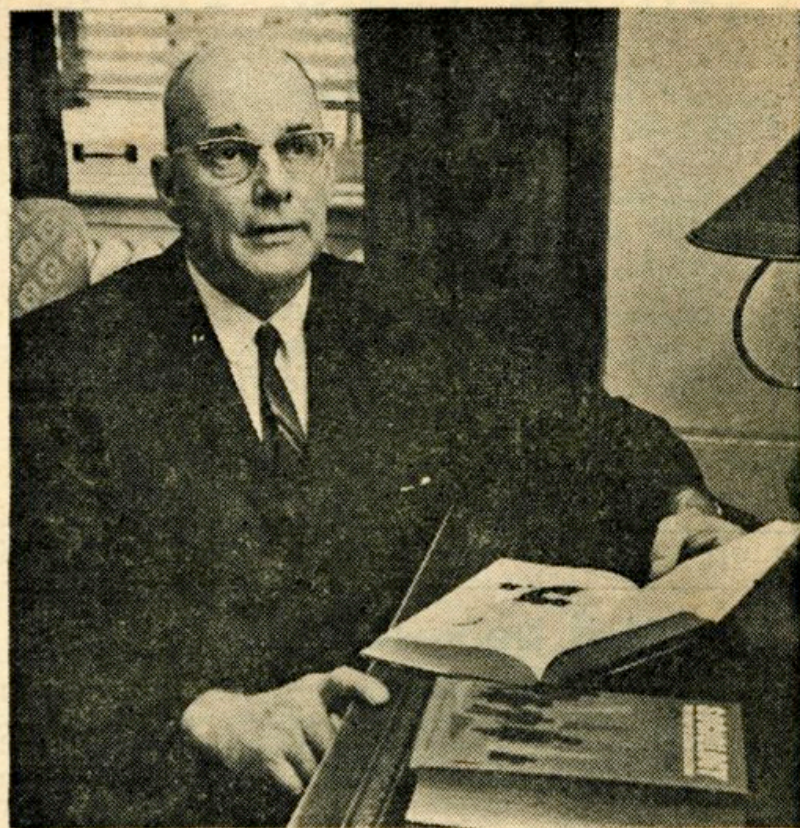
"My father didn't want us (my brother and me) to go to high school," Dr. Hays said. "So we ran away from home."

His first taste of higher education was at Holmes Bible College in Greenville, S.C., "because it was the only place I discovered where I could go to school absolutely free."

AFTER three years there he ap-

FEBRUARY, 1968

CAP TIMES 3



Preacher-Teacher

HIGH POINT College Professor Dr. Leopold M. Hays in his study in the Department of Sociology. Dr. Hays has been a farmer, carpenter, sailor, soldier, pilot, preacher, and teacher during his adventurous, fruitful life.

(Greensboro DAILY NEWS Photo)

Pennsylvania Church Wins Chaplain Award

BOYERTOWN, Pa. — The Trinity Evangelical Congregational Church here has received the National Chaplain Certificate of Appreciation. The certificate was presented to Ralph Y. Wiest, president of the church board, in recognition of the services of Rev. Roy K. Luckenbill, pastor, for his outstanding duty to Civil Air Patrol.

Capt. Ard S. Barr, Gen. Carl A. Spaatz, Squadron 807 commander, made the presentation of behalf of Chaplain (Lt. Col.) George M. Hickey, USAF, staff chaplain, National Headquarters.

The certificate cited the congregation of the church for their fine spirit of cooperation in permitting their pastor to serve as chaplain of the Spaatz unit.

In accepting the award for the Boyertown church, Wiest expressed the thought that it was a privilege to be able to reach so many young people with the message of Christianity.

HE ECHOED the idea that the CAP chaplaincy, in providing counseling, opening and closing meetings with prayer, conducting services whenever CAP personnel are engaged in rescue missions or encampments, acting as an advisor to the unit commander and delivering the CAP's character guidance lectures to cadets, links the CAP unit with the greatest obstacle in the path of Communism today — religion.

Rev. Luckenbill has served as a CAP chaplain since December 1962. His volunteer work with teenage cadets of the Spaatz squadron was authorized by his denomination and

the General Commission of Chaplains and Armed Forces Personnel, Washington, D.C.

IN PRESENTING the certificate, signed by Col. Joe L. Mason, USAF, national commander and Chaplain Hickey, Captain Barr thanked Rev. Luckenbill for devoting so much of his time to the CAP chaplaincy program.

Captain Barr also pointed out the importance of the chaplain as part of the cadet program requirements.

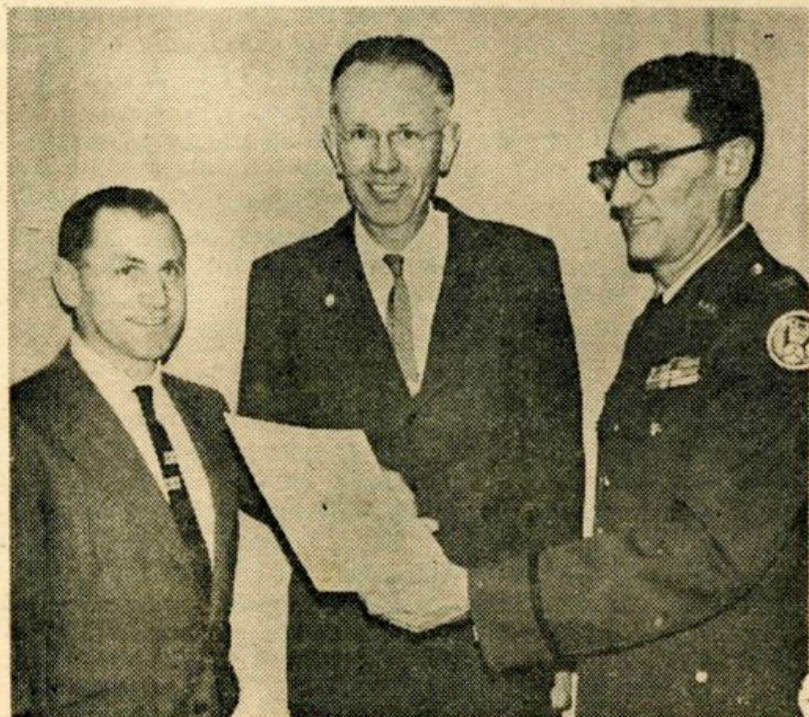
Presentation was made during a special ceremony at the church.

Titusville Unit Helps Airport

TITUSVILLE, Fla. — Arrangements are being made that will provide Arthur Dunn Airport here with Unicom service on weekends. An agreement has been made by the Titusville Composite Squadron, Florida Wing, with Sam Beddingfield, commander of the Flying Posse, concerning the Unicom radio.

The agreement will provide an advisory service to better serve those using Airport facilities and will provide a means of training CAP cadets in the proper use of communications.

Unicom is not intended to be a control-tower type of operation. It will be strictly an advisory type service. Starting date depends upon completion of final arrangements.



Honored

RALPH Y. Wiest, center, president of the Trinity Evangelical Congregational Church board, accepts a National Chaplain Certificate of Appreciation on behalf of the church members from Captain Ard S. Barr in recognition of the services of Rev. Roy K. Luckenbill, church pastor, left. Rev. Luckenbill serves as Spaatz squadron chaplain. (Photo by Major Magners)

9 FAA Aviation Films Available For Showings on Free-loan Basis

NATIONAL HEADQUARTERS — Federal Aviation Agency has made available nine movie films to the public on a free-loan basis. Although the films generally deal with FAA's role in maintaining and improving safe flight, each has a specific theme.

The films have been shown as public service television features, as training aids for general aviation pilots, as career information to high school and college students and, popularly, as entertainment or educational fare for civic, social, church and other general public groups.

All are 16mm sound productions and most are in color.

Several FAA films are aimed specifically at general aviation pilots. One, PRIVATE PILOT (15 minutes), follows a family on a cross country business and pleasure trip and shows various FAA services used by private pilots and general aviation.

ANOTHER, ONE EYE ON THE INSTRUMENTS (15 minutes), is designed to encourage general aviation pilots to take advantage of the FAA's Blue Seal Certification Program. The story describes the ability of two local pilots—one an old pro who flies by the seat of his pants; the other, a younger pilot who has taken instrument training. The film vividly dramatizes the hazards of getting caught in IFR weather without knowing how to fly by instruments.

The subject of weather is given the Walt Disney treatment in four

Navy films available from FAA. FOG AND LOW CEILING is a two-part production: The first part (23 minutes) presents a detailed analysis of weather conditions conducive to fog; the second (9 minutes) illustrates how unslope fog, frontal fog and low stratus clouds are generated, and how they affect flying. The other two in this Disney group, THE COLD FRONT (15 minutes) and THE WARM FRONT (18 minutes), demonstrate the hazards of fronts, how to identify them and how to avoid them in flight.

FLIGHT, a 28-minute FAA documentary which won a first-film Festival, provides an overall view of the activities and place award in the New York responsibilities of the FAA. The film traces the flight of a jet airliner from Los Angeles to New York, weaving in the various roles played by FAA personnel to safeguard the flight.

A TRAVELER MEETS AIR TRAFFIC CONTROL also follows

Assist Recruiters

FRANKFORT, Ind. — Members of the Clinton County Composite Squadron, Indiana Wing, recently assisted the Lafayette Air Force Recruiting Office during a recruiting program.

Cadets folded literature and pamphlets and placed them in envelopes for mailing. Nearly 10,000 pieces of mail were handled.

a routine, commercial jet flight, but this one emphasizes the complex system and the men who operate it. Running 33 minutes, the film explains in lay terms how FAA air traffic controllers in towers and centers work together to operate the air traffic control system to assure the safety of all who use the airways.

A more technical film on this subject is directed to IFR pilots. The principles of en route air traffic control are explained in WHAT'S MY TRAFFIC? (25 minutes) and is used in basic en route training, as well as for terminal and station cross-training.

ANOTHER public-interest film, one which has proved to be one of the Agency's most popular, is THE BEST INVESTMENT WE EVER MADE. This 23-minute movie uses real-life people to depict how an airport can be an economic boon to a small community. It has been a valuable and persuasive tool for convincing municipal officials and residents of the advantages of building an airport in their locality.

Any of the above films, or a listing of the other films produced primarily for public use, may be obtained without charge from the FAA Film Library, FAA Aeronautical Center, P.O. Box 1082, Oklahoma City, Okla. 73101. When requesting films, please indicate alternate choices.

Civil Air Patrol Times

The Civil Air Patrol Times is an authorized publication of the Civil Air Patrol, a private benevolent corporation, and an auxiliary of the USAF, existing under and by virtue of acts of the Congress of the United States—Public Law 476, 79th Congress, Chapter 527, 2nd Session, July 1, 1946 (36 U.S.C. 201-208) and Public Law 557, 80th Congress, Chapter 349, 2nd Session, May 26, 1948, as amended (5 U.S.C. 626, 1 & m). Opinions expressed herein do not necessarily represent those of the U. S. government or any of its departments or agencies.

Published by the Army Times Publishing Company, 2201 M Street, N.W., Washington, D.C. 20037. Editorial offices: 2201 M Street, N.W., Washington, D.C. 20037. Editorial copy should be addressed to Editor CAP TIMES Information Office National Headquarters, Ellington AFB, Tex. Subscription inquiries from other than senior members of the Civil Air Patrol, and all inquiries concerning advertising matters, should be directed to the Army Times Publishing Company.

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Vol. VII, No. 12 \$1.00 Per Year FEBRUARY, 1966
 By Subscription

CAP's Civil Defense Role

Often, in the flush of enthusiasm over newly budding Cadet Flying Training Program and the ever-expanding role which CAP occupies in search and rescue and mercy and humanitarian flying operations, we are prone to minimize and perhaps even overlook one vital and highly essential Air Force assigned mission—CAP's Civilian Defense role.

Happily, we have had that role re-emphasized just recently by a high ranking Air Force official, Mr. John Wampler, Program Control Officer for the U. S. Air Force's Directorate of Operations in the Pentagon.

Addressing the National Association of State Civil Defense Directors at its fall meeting last November, Mr. Wampler told the CD group that Air Force has placed CAP in Priority I among AF forces which would be available to provide post-attack support to Civil Defense.

"In the Air Force," Mr. Wampler said, "Civil Defense is considered an operational requirement. Primary responsibility for it is assigned to the Director of Operations, Headquarters USAF, who also has prime responsibility for supervision of all USAF combat and support forces."

It is quite apparent, therefore, that Mr. Wampler casts CAP in the role of a USAF 'support force' in the USAF plan for support of civilian defense and has clearly pinpointed what our principal AF-assigned mission would be under defense emergency conditions.



MASON

Addressing himself to CAP's capability under such a condition, Mr. Wampler told the CD directors:

"The CAP has extensive capabilities which can be used in support of post-attack operations. But to be able to apply these capabilities effectively, the CAP needs to have the roles and missions you have for them laid out in civil defense plans."

"As a matter of information, the CAP has issued a manual entitled 'CAP Emergency Services for Civil Defense.' It outlines the type of missions the CAP could and would perform in a civil defense emergency."

"CAP's readiness to participate in civil defense was evidenced during the 22 state defense airlift exercise called 'Survival East and South 1964.'"

"We believe the basic concepts for military support are sound and they can be translated into flexible and workable operational plans at all levels."

"The tasks must be assigned to specific military or CAP organizations. The most critical tasks must be identified with the Priority I forces, with the Priority II and III forces being identified with tasks of a less critical or time-urgent nature."

"IT HAS TAKEN some time to resolve the many basic problems inherent in developing a realistic military support concept. This has been done, but we all have some distance to go before our plans are complete. No doubt many new problems will arise as we all get deeper into the planning phases. These can be solved, we are confident, by coordination and cooperation between the State Adjutants General and the military services. I am sure there will be no problems in this respect."

There should be no doubt in anyone's mind, after a perusal of Mr. Wampler's highly illuminating remarks, that our organization must not let any other program, however different or exciting or interesting impede or interfere in any way with the attainment of a maximum operational performance capability in training for support of Civil Defense. I do not need to remind anyone that Air Force support of our organization will be continued only so long as Air Force can realistically relate the CAP capability to USAF's 'combat effectiveness,' and as of right now our CAP/CD capabilities is that direct link.

Joe L. Mason

Astronaut

by Charles Wood

Frank BORMAN
 UNITED STATES AIR FORCE
 Manned Spacecraft Center Pilot

HE WAS COMMAND PILOT OF GEMINI 7. HAS BEEN WITH NASA SINCE 1962.

MORE THAN 3,600 HRS. FLYING TIME, INCLUDING MORE THAN 3,000 HRS. IN JETS.

IN 1950 GRADUATED WEST POINT WITH B.S. DEGREE. BORN IN GARY, INDIANA.

M.S. IN AERONAUTICAL ENGINEERING FROM CAL. TECH IN 1957.

A FORMER CAP CADET, ARIZONA WING. NOW IS AN HONORARY MEMBER.

Letters

Astronaut

(EDITOR'S NOTE: The following letter was received at National Headquarters from Col. Edward C. Feilinger, CAP, Catonsville Squadron, (Maryland Wing) commander. The letter was written to Colonel Feilinger and has been reproduced here for all CAP members.)

Dear Colonel Feilinger:

I... would like to congratulate members of the squadron... and to add special congratulations to the outstanding cadets of the unit who will receive awards for their achievements...

Organizations such as the CAP which offers the youth of the Nation a direction and purpose in life and an opportunity to develop leadership capabilities are to be commended. An individual rarely makes any concrete accomplishment by merely drifting through life.

Sincerely yours,
 John H. Glenn Jr.
 Colonel, USMC (ret.)
 NASA Astronaut

Needs Link Help

Dear sir:

Our squadron has a Link trainer put out by Link Aviation Devices Inc. Its specifications are AN-T-18 and its serial number is AF-43-3580. If anyone has an operating and wiring diagram, we would appreciate it very much if we could borrow it... so we could get our gauges to work on the trainer.

Thanks,

Cadet Gary Orsak

(Any unit having an operational manual and desires to lend it to Cadet Orsak, please mail to Bay City Squadron, CAP, 3401 Cherry Lane, Bay City, Texas.)

Thanks to CAP

(EDITOR'S NOTE: The following letter was mailed to Col. Louisa Spruance Morse, CAP Delaware Wing commander, from a former

(See LETTERS, Page 15)



DEPENDENTS BENEFITS—If a Civil Air Patrol member on an Air Force authorized mission is injured or killed, he must have had a current senior membership in CAP at the time of the death or injury before he or his dependents are eligible for benefits under the Federal Employee's Compensation Act (FECA). All members should insure their membership status before participating in official missions.

COMMUNICATIONS—A recent change in the FCC rules and regulations requires that all radio station license renewal requests be submitted on FCC 405A. A renewal is appropriate only when all information originally submitted on FCC Form 480 remains unchanged. The Form 405A will be processed in the same manner as the Form 480 including indorsement at National Headquarters. All Communicators are reminded that the CAP VHF frequencies are now 143.90 and 148.15, according to a recent change of the FCC rules.

CAP TIMES—Deadline for materials submitted for consideration for the March 1966 issue of CAP TIMES is February 16. Some wings will begin selecting nominees for summer activities which lends itself to good TIMES coverage. Information Officers are urged to give good personality features of the selected cadet. Articles should be mailed as early as possible to: Editor, CAP TIMES, National Headquarters, CAP-USAF, Ellington AFB, Texas 77030.

NAME CHANGED—JOB SAME—Only the name has been changed, the job will remain the same. As of January 1, the old Military Air Transport Command (MATC) became Military Airlift Command (MAC). Along with the change was an internal change of subordinate units. EASTAF is now 21st Air Force, WESTAF is now 22nd Air Force; Air Rescue Service is Aerospace Rescue and Recovery Service (ARRS) and the Air Photographic and Charting Service (APCS) is now Aerospace Audio-Visual Service (AAVS).

GENERAL WHITE—Former Air Force Chief of Staff, Gen. Thomas D. White, USAF ret., died at Walter Reed Hospital December 22. He was 62. A 1920 graduate of the U.S. Military Academy he served in posts around the world during his 41 years military service to his country. General White retired in 1961.

RESERVISTS' OPPORTUNITY—Highly qualified Air Force Reserve officers now have the unique opportunity to attend Air University professional military schools at Maxwell AFB, Ala., including the Air War College, the Air Command and Staff College and Squadron Officer School. Announcement was made recently by Headquarters, Continental Air Command.

Emergency Services

Kansas, Ohio End Search for Missing Plane

JUNCTION CITY, Kan. — Three planes and crews from the Junction City Composite Squadron, Kansas Wing, responded recently to a call from wing headquarters to search an area for a missing Cessna 172 missing on a flight from Harrison, Ohio, to Greeley, Colo.

About 30 minutes after Lt. Clarence Freeman, CAP, squadron commander, received the call, WO Tom Fegan, CAP, flying his Beech Bonanza, was enroute to the search area. Close behind were Capt. Clarence Day, CAP, flying his Stinson Voyager with Lt. Joel Butts, CAP, as observer, followed by WO Orval Rodgers, CAP, in the squadron Aeronca Champion.

The search area included 10 miles either side of U.S. Highway 36 between Marysville and Mankato, Kan. The three crews flew a combined total of five hours and seven minutes before darkness forced them to return to Junction City.

Just at dark, the Junction City squadron command post was notified that the missing aircraft had been located. It had crashed in a wooded area six miles east of Plantersville, Ind., near Connersville. No information was obtained at press time on the condition of the pilot, who was reported to have been alone on the flight.

Ohio Wing

CINCINNATI, Ohio — Units of the Ohio Wing also helped search for the plane missing on a flight from Harrison, Ohio to Greeley, Colo. In on the search were members of Cheviot Composite Squadron 104 and Hiland Composite Squadron 106, both of Group 1.

John Cookengorfer, owner of the Harrison Airport, was notified by Eastern Air Rescue Center, that the plane was missing. Cadets and senior members of Squadron 104 were already at the airport for orientation flights.

Major Anderson, mission coordinator for the first day of search, and his pilot, Captain Wanamaker, both CAP officers, arrived from Wright-Patterson Air Force Base and set up operation headquarters. Several sorties were flown the first day before darkness set in.

Since the weather had been foggy and rainy when the man, a school teacher from the Cincinnati area, left Harrison, it was estimated he was within 30 miles of the airport when he was reported missing.

Civil Air Patrol pilots and observers from Squadron 104 and Hiland Composite Squadron 106 flew sorties for three days.

The search was suspended after 165 hours of flying time had failed to locate anything.

A resident near Connersville, Ind., later found the wreckage of the plane and the body of the pilot in a wooded area almost impossible to spot from the air.

Members of units in southwestern Ohio and southeastern Indiana served as ground personnel during the search mission.

Florida Wing

EDGEWATER, Fla. — Members of the New Smyrna Beach Composite Squadron, Florida Wing, were recently alerted to assist the Coast Guard in searching for a private Cessna 172, missing on a flight from Charleston, S.C., to Titusville, Fla.

Maj. Henri P. Casenove, CAP, mission coordinator, set up mission headquarters at the New Smyrna Beach airport.

Search areas were established from Jacksonville to south of the Titusville airport.

The missing plane was located by the Coast Guard after about a half day's search.

LAKE WORTH, Fla. — A light plane crash in Lake Worth, Fla., recently, brought members of the Lantana-Lake Worth Composite



Search Started Here

CIVIL AIR Patrol units from Amarillo and Hereford composite squadrons, Texas Wing, covered a large part of the Texas Panhandle in a recent search for a missing single engine plane, believed to have gone down in the area with two Garland, Texas men aboard. In upper photo, left to right, Col. Pete Minden, Capt. Milton C. Adams and WO Paul N. Thomas, all CAP officers, confer on operations plan at mission headquarters at Hereford. In lower photo planes take off to cover search area. The Hereford BRAND published a story and photo account of the mission.

Squadron, Florida Wing, to the scene.

Cadets assisted local authorities in sealing off the wreckage area.

The single-engine aircraft, carrying the pilot and two young passengers, landed on a highway, but struck a utility pole with the right wing tip. Remaining pieces of the plane stopped in a vacant lot where it caught fire.

All three persons in the plane escaped serious injury.

Louisiana Wing

HQ, LOUISIANA WING—Members of the Louisiana Wing joined the Louisiana State Police and various parish sheriff's offices in a search for a blue and white Piper Comanche at the request of the Central Air Rescue Center, Richards Gebaur AFB, Mo.

The missing pilot from Baytown, Texas, had left the airport at Monroe, La. His flight plan indicated a passenger stop at Lufkin, Texas and a trip termination at Baytown.

When the aircraft did not land at Lufkin, Louisiana State Police began a ramp check of all airports

and strips along the intended flight path.

Civil Air Patrol joined in the search with 23 pilots, 12 observers and 26 ground personnel participating.

Mission commander Maj. Robert B. Mahoney, CAP, established mission headquarters at Shreveport, La., and CAP crews, flying 14 aircraft, four of which were corporate owned, searched on either side of a line between Monroe and Shreveport, La.

Ground personnel used four pickup trucks and three sedans. Communications included 10 radio stations.

The wreckage of the aircraft was located approximately eight miles southeast of Jonesboro, La., by SM Robert Speed, pilot, and Lt. Thomas Gaumnitz, observer, both CAP members from the Monroe Composite Squadron. The body in the wreckage was identified as that of the missing pilot.

A team from the Federal Aviation Agency arrived later to investigate circumstances of the crash.

HOUMA, La. — The St. Charles

Parish Sheriff's Office recently asked the Houma Composite Squadron, Louisiana Wing, to join in the search of a man who had failed to return from a hunting trip.

Lt. George Arceneaux, CAP, squadron supply officer, was mission commander and set up mission headquarters in a Paradis, La., restaurant.

The search area, which included Lake des Allemands and a portion of St. Charles Parish surrounding Paradis, was covered by Lieutenant Arceneaux and two other CAP officers, WO's Murphy Foster and Calvin McCullers, both members of the Houma squadron. The trio flew a Cessna 172 and an Aircoupe.

Fifteen cadets and three senior members served as ground personnel who utilized one CAP truck and four mobile communications units, three USAF and one from the Sheriff's Office.

Several civilian volunteers also worked with the CAP and Sheriff's teams.

The search was called off after three days, but two days later a group of fishermen found the body

Trio Looks For 'Selves'

BISHOP, Calif. — Recently three members of Bishop Composite Squadron 66, California Wing, found themselves in the unique position of going to their own rescue.

All three members of the squadron live in a small community in the mountains, 22 miles from Bishop.

On the night of December 28, a storm "dumped" an unprecedented four feet of snow on the area. It so happened that all three members were away at the time. Two of the members had families "snowed in" while they were "snowed out." The third member had a horse and steer "in" that needed food and water.

Individually, each member drove his vehicle as far as possible, then began to walk. But each found that the waist-deep snow was too much.

AFTER meeting with the Bishop squadron, it was decided to take in the unit's two "snow weasels" in an attempt to reach the isolated group.

Lt. Robert Wilson, CAP, squadron commander, and one of the members whose families were isolated, drove the six miles over snow into the area.

Upon reaching home, he put his own heavy equipment into operation to clear the roads into the settlement. A number of vacationing tourists were at their cabins at the time and, as were the residents, not prepared for a "long siege," and were running low on food.

The local CAP unit also lent snowshoes to some of the people to enable them to leave their cabins for the first time in four days.

By New Year's Day there was a one way road open and people could leave the area, but all residents were hoping there would be some slackening in the storm so they could "dig their way out" before the next storm hit.

At the time SM Andrita Wescott, a member of the Bishop squadron, wrote to CAP TIMES of the snow-bound trio, the forecast for the next day called for "snow in the mountains with high winds."

They had the horse and steer to haul feed and water for, but now they just have the horse.

The steer is being prepared for the frozen food locker.

of the missing man entangled in a trotline within the search area.

California Wing

HAMILTON AFB, Calif. — The California Wing recently helped search for a Eugene, Oreg., pilot in a Cessna 182 on a flight from Bakersfield to Sacramento, Calif.

Western Air Rescue Center reported final contact with the pilot was in the Turlock, Calif., area where the pilot reported turbulent conditions.

The rescue center contacted county sheriffs along the intended route of the flight requesting airport checks, then notified the California Wing to alert CAP personnel for immediate search.

Active air and ground search continued for 15 days, then was suspended due to continued negative results and the absence of leads.

California Wing flew 260 sorties for 487 hours and the CAP ground crews included 247 personnel and 27 vehicles. The wing used 47 mobile and 52 fixed radios in the mission.

More Units Report 24th Birthday Observances



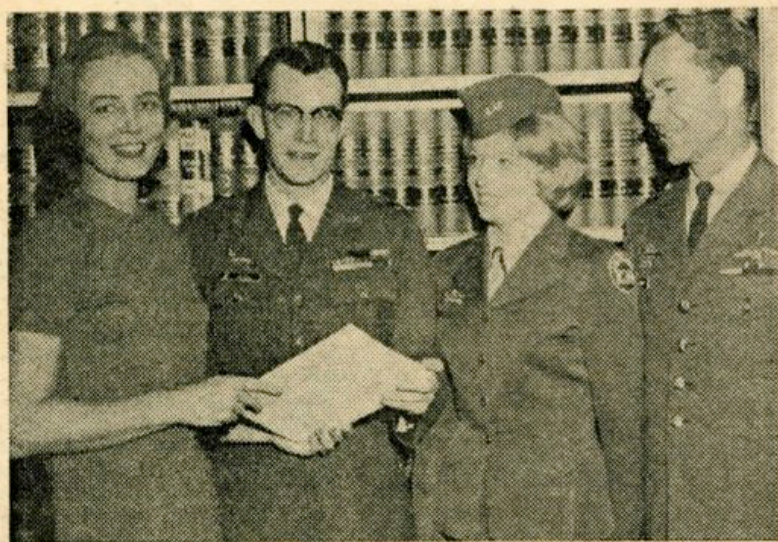
From Hawaii . . .

PROCLAMATION was signed by Governor John A. Burns, seated, of Hawaii in the Iolani Palace, Honolulu. Present at the ceremony were, from left, Lt. Col. Lloyd H. Garland Jr., USAF, director of information at National Headquarters; Col. Lee Maice, CAP, Hawaii Wing commander; CWO Betty L. Story, CAP, wing information officer; and Cadet Paul de Ville, Maryknoll.



... Via Wisconsin ...

WISCONSIN Governor Warren P. Knowles signs a proclamation in the governor's office. Attending the affair are, standing from left, Lt. Tom Denham, CAP Madison Composite Squadron commander; Col. Jim Gates, CAP, Wisconsin Wing commander; Capt. Sheldon Johnson, USAF, wing liaison officer; and Lt. Col. Robert Goffs, wing executive officer.



... To Colorado

NORMA O. Walker, left, mayor of the city of Aurora, Colo., signed a Civil Air Patrol 24th anniversary proclamation in her office and, in a brief ceremony, presented the proclamation to, from second from the left, Capt. R. M. Neil, CAP, Aurora Composite Squadron commander; Lt. C. J. Lenahan, CAP, squadron deputy for women; and Chaplain (Capt.) Frank L. Swaim, CAP, squadron chaplain.

NATIONAL HEADQUARTERS — Additional reports concerning observances by CAP units across the nation have been received at National Headquarters since last month's CAP TIMES. More activity was reported for 1965 than in recent years and it appears that the Civil Air Patrol is priming itself for a highly successful Silver Anniversary. Following is a final roundup of events in connection with CAP's 24th anniversary.

Pennsylvania Wing

BOYERTOWN, Pa. — Capt. Ard S. Barr, CAP, commander of the Gen. Carl A. Spaatz Composite Squadron 807, reported that Boyertown Mayor Carl L. Spence proclaimed a special week in the borough, calling attention to CAP's role of "giving unselfishly and wholeheartedly to the relief of suffering and to the succor and aid of their fellow Americans through the performance of air and ground search and rescue and by flying humanitarian and mercy missions . . . promoting an effective national program of aerospace education and training for our youth."

Daniel B. Boyer Sr., president of the National Bank of Boyertown, civic leader and life-long friend of Gen. Carl A. Spaatz, added his best wishes to those received by the squadron.

Anniversary events included a taped 14-minute interview on a local radio station featuring Maj. Clifford V. Evans and Capt. George T. Boone, USAF liaison officers to the Pennsylvania Wing. They were interviewed by Maj. Elizabeth Magners, CAP, of Squadron 807.

Howard Naftzinger of Hen Johnston, Inc., Reading, Pa., erected a highway billboard near Boyertown commemorating the CAP anniversary.

DALLAS, Pa. — Cadets of five Northeastern Pennsylvania squadrons helped to celebrate CAP's 24th anniversary by participating in "CAP Day" on a local television band stand program.

Appearing on the station serving the Wilkes-Barre/Scranton area were members of Scranton, Carbondale, Wyoming Valley and Greeley Fire composite squadrons, all units of Group 20, Dallas, commanded by Maj. Irwin E. Messick, CAP.

SHARON, Pa. — Following the weekly meeting of Ellwood City Group 1200, at which Cadets Gavin Davies, David Dixon, David Krispinsky, Barbara Opple, Barbara Pollock and Marsha Wheaton were accepted as new members, a party was held to mark the 24th anniversary of CAP.

Refreshments were served by Mrs. Frank R. Wedge on behalf of the CAP Auxiliary and Cadet Martin Marinoff was served the first piece of the huge anniversary cake furnished by the auxiliary, which includes parents of the cadets.

BELLEFONTE, Pa. — To help call attention the 24th anniversary of CAP, Group 1300, commanded by Capt. Robert M. Dunlap, CAP, arranged for a full page anniversary layout, complete with eight photographs depicting group activities, to be published in the CENTRE DAILY TIMES.

OIL CITY, Pa. — Joseph W. Barr Jr., mayor of Oil City, issued a Civil Air Patrol 24th anniversary proclamation which was published in the OIL CITY DERRICK and the Franklin NEWS HERALD.

The Oil City Composite Squadron reports completed support for CAP by the mayor and his council.

Texas Wing

IRVING, Texas — Mayor Lynn Brown proclaimed the first week in December as Civil Air Patrol Week to commemorate CAP's 24th anniversary.

Maj. Charles G. Dundas, commander of the Irving Composite Squadron and an American Airlines pilot, reported that this was the fifth year that the mayor of Irving had proclaimed a CAP Week.

The Irving squadron is a part of

Group IV, commanded by Lt. Col. Marvin T. Belk, CAP, which is headquartered at Irving.

Tennessee Wing

NASHVILLE, Tenn. — Wing Commander Col. J. F. H. Bottom, CAP, accepted a proclamation designating the first week in December as Civil Air Patrol Week in a ceremony at the governor's office.

The ceremony was carried live over WSM-TV in Nashville and was also attended by Maj. James D. Gillespie, CAP, Group II information officer, and Lt. Col. James A. Ward, USAF, of the regional liaison office.

At their December 7 meeting members of the Nashville Senior Squadron held a double celebration, marking the 24th anniversary of CAP and the Japanese attack on Pearl Harbor.

Virginia Wing

RICHMOND, Va. — Members of Group I gathered at the McGuire Senior Squadron headquarters here to celebrate CAP's 24th anniversary.

During the observance, Lt. Col. Kermit Hale, CAP, was presented a gift in appreciation of his time and effort spent in organizing the squadron.

During December the McGuire Senior Squadron, commanded by Lt. Annette M. Hooper, CAP, held a candy drive which raised \$150 for the squadron fund.

Illinois Wing

PEORIA, Ill. — Mayor Robert Lehnhausen issued a proclamation designating Civil Air Patrol Week in commemoration of CAP's 24th anniversary.

In addition the Group 3 officials arranged for five spot announcements to be aired over four local radio stations and had a story and editorial publicizing the CAP anniversary printed in five newspapers in the Peoria area.

New York Wing

FARMINGDALE, N.Y. — Ceremonies by the Nassau Composite Squadron 5 at the Howitt Junior high school here marked the 24th anniversary of the Civil Air Patrol.

Following the presentation of colors and the formation of cadets, Capt. Irving Friedman, CAP, squadron commander, read a proclamation by Mayor Joseph Zureck designating December 1-7 as Civil Air Patrol Week.

Rhode Island Wing

WARWICK, R.I. — Rhode Island Governor John H. Chafee issued a proclamation making Civil Air Patrol Week the week of December 1.

Attending the ceremony were Cadets Frank Tabella of Kent County Composite Squadron and Linda Michael, East Providence Composite Squadron.

Washington Wing

TACOMA, Wash. — A proclamation designating Civil Air Patrol Week was signed by Tacoma Mayor H. Tollefson. The ceremony was shown on KTNT-TV in Tacoma. With the mayor during the ceremony were Col. Roger Guilmett, CAP, wing commander; MSgt B. Cole, USAF, Tacoma recruiter, and Cadets Phyllis Miller and Rick Davidson of the Narrows Cadet Squadron.

A CAP 24th Anniversary display was located in the second floor lobby display area of the county-city building in Tacoma. The display was viewed by hundreds of people during the special week.

Also, a story and picture con-

cerning the CAP birthday was published in the Tacoma NEWS TRIBUNE AND SUNDAY LEDGER.

Minnesota Wing

WADENA, Minn. — A proclamation signed by the Wadena mayor or designated the first week of December Civil Air Patrol Week to honor CAP on its 24th anniversary.

Lt. Evelyn R. Erckenbrack, CAP, information officer in the Wadena Composite Squadron, had stories published in the local newspaper, spot announcements carried on local radio stations and had anniversary coverage on two TV stations.

To highlight the special week, Lauren Clayman, editor of the Wadena PIONEER JOURNAL, was presented a Certificate of Merit for his continued interest and services rendered in support of the Wadena squadron.

Indiana Wing

FRANKFORT, Ind. — Lt. Grace E. Newell, CAP, Clinton County Composite Squadron information officer, reports that cadets from the squadron posted an honor guard at the Clinton County Courthouse in observance of the 24th anniversary of CAP. Cadet James Pyatt served as sergeant of the guard.

Members of the honor guard were outfitted in white helmets, leggings, belts, white gloves, and white CAP armbands.

Maryland Wing

ROCKVILLE, Md. — The week of December 1-7 was designated as Civil Air Patrol week in Rockville by a proclamation signed by the mayor. Rockville is one of the cities served by the Bethesda-Chevy Chase Cadet Squadron and joined in celebrating the 24th anniversary of the Civil Air Patrol.

Alabama Wing

MOBILE, Ala. — Mayor Joseph N. Langan signed a proclamation making the first week in December Civil Air Patrol Week in Mobile.

Joseph J. McDevitt, commander of the newly-formed Spring Hill Composite Squadron, accepted the proclamation honoring CAP on its 24th anniversary from Arthur Outlaw, city commissioner.

New Jersey Wing

NEWARK, N.J. — More than 200 members and guests of the New Jersey Wing attended the annual military banquet and ball marking the 24th anniversary of the Civil Air Patrol.

The anniversary celebration was held at the Officers Open Mess at McGuire AFB, Wrightstown, N.J.

Col. Nanette M. Spears, CAP, wing commander, welcomed guests, gave a short congratulatory message, and announced the issuance of a proclamation by Governor Richard J. Hughes declaring Civil Air Patrol Week throughout New Jersey.

Among the guests present were Maj. Gen. Robert L. Copey, USAF Ret.; Brig. Gen. Donald J. Strait, New Jersey ANG; Brig. Gen. Roland J. Barnick, USAF, commander, 1611th Air Transport Wing (MATS); and Brig. Gen. Edward Haseltine, USAF, deputy commander, First Air Force Reserve Region (CONAC).

National Capitol Wing

WASHINGTON, D.C. — The Board of Commissioners of the District of Columbia approved a proclamation designating December 1-7 as Civil Air Patrol

(See 24TH, Page 13)

Colorado Cadets: Ingredients For Aerospace Age Recipe

FEBRUARY, 1966

CAP TIMES 7

PENROSE, Colo.—Take a mixture of youthful enthusiasm and a natural interest in the space age. Season it with the discipline of Civil Air Patrol training. Then spice it with a rocket launch demonstration. The result is an exciting adventure into the space age.

Air-minded cadets of the Pikes Peak region participated recently in such a rocket adventure at the invitation of Vernon Estes, president of Estes Industries, Pioneer model rocket manufacturer located in Penrose, Colo., about 35 miles southwest of Colorado Springs.

Some 70 young men and women and leaders of the local CAP units took part in "Operation Penrose," a field trip to tour the manufacturing and research facilities of Estes Industries in Penrose and to participate in model rocket launch demonstrations.

As rockets split the air near this tiny community of approximately 180, the space age became a bit closer to reality as the cadets learned first hand about rocket assembly, launching techniques and altitude calculations. No matter that the launch site was not Cape

Kennedy, nor Vandenberg, nor White Sands.

EXCITEMENT, enthusiasm and youthful imagination compensated for the fact that the rockets were only miniatures of the giants that blast off with men and apparatus for a mission into space. The principles of design, of launch and of recovery are similar to the big ones. And the count-down is almost as realistic.

Estes personally briefed cadets on careful preparation of rockets for launch while other cadets tried their hand at building rockets under the tutelage of Estes' staff. Details on parachute pack, payload section, correct engine choice and readying the ignition system were carefully explained.

The basics of tracking and al-

titude calculation were also demonstrated.

Just before count-down various launch duties were assigned to individual cadets, and as many of the group as possible were given the opportunity to participate. Launchings were made from an open field across from the Estes Plant, using electro-launch. This is a battery activated firing device which features remote control ignition, and has many built-in safety checks.

Launching of several different models was accomplished with different teams working to prepare and ignite for launch. In rocketry the launch is the "moment of truth," . . . "will she fly and perform as designed?"

The tension of the "count-down," the "lift-off," the "thrust-blast" the "whoosh" and the unbelievable acceleration of a paper and balsa wood rocket holds the group in total fascination with each launching.

Then at peak of flight, specially timed ejection charge in the engine reacts to deploy a parachute to bring the rocket back to earth for a soft, safe recovery, ready to fly again.

If there were any disappointment to the venture, it was the inability, because of high winds, to demonstrate the multi-stage rockets and boost-glide models. Some of these multi-stage rockets attain an altitude of half a mile, and it was feared that wind drift would take the models beyond recovery range.

But disappointment soon faded as mess call sounded from across the way, and the cadets fell in for a "sloppy-joe" picnic launch, provided by Mr. and Mrs. Estes.

PROJECT Penrose, as far as the cadets were concerned, was "mission accomplished," "all systems go." Everything was A-O-K for this was a taste of the space age. For the moment, forgotten was the Penrose, once famed for cherry and apple orchards and cider mills. In this place, for this brief hour of adventure, it was the threshold of space. Penrose, Colo., had truly earned its title "Model Rocket Capital of the World."

Penrose is also the home of prob-

ably the largest manufacturer of model rocket supplies and ready-to-assemble kits. Estes Industries turns out more than 6,000 model rocket engines a day, and each month processes approximately 25,000 rocket orders, with a constantly growing list of customers.

VERNON ESTES, founder and owner of the firm, credits the rapid growth of his model rocket business to the fact that his aim, as well as the Estes slogan, is: "Safety, education and enjoyment in model rocketry."

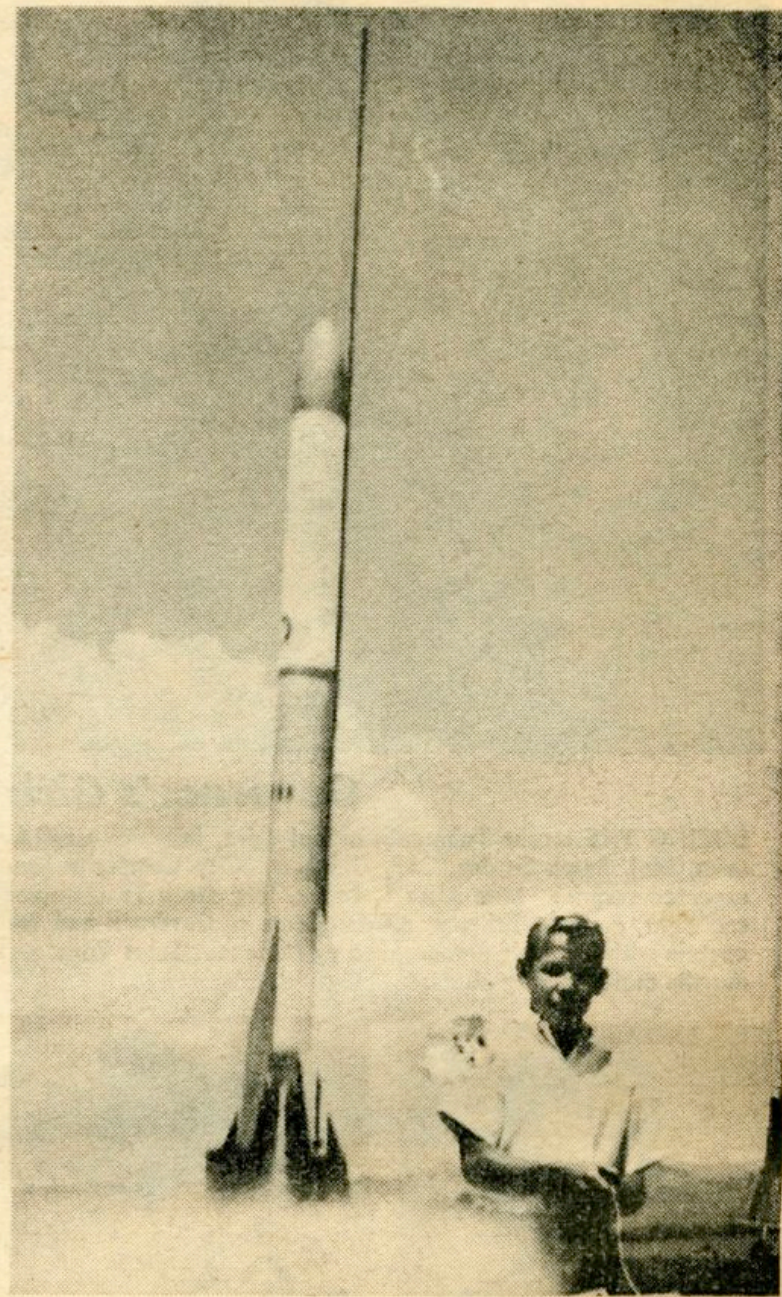
The Estes program of rocketry was built around safety, designed

to provide a way of inquiring minds to explore and experience rocketry without the dangers connected with mixing their own propellants.

How well it has worked is borne out of the fact that in over a million controlled rocket launchings, not a single serious accident has been reported.

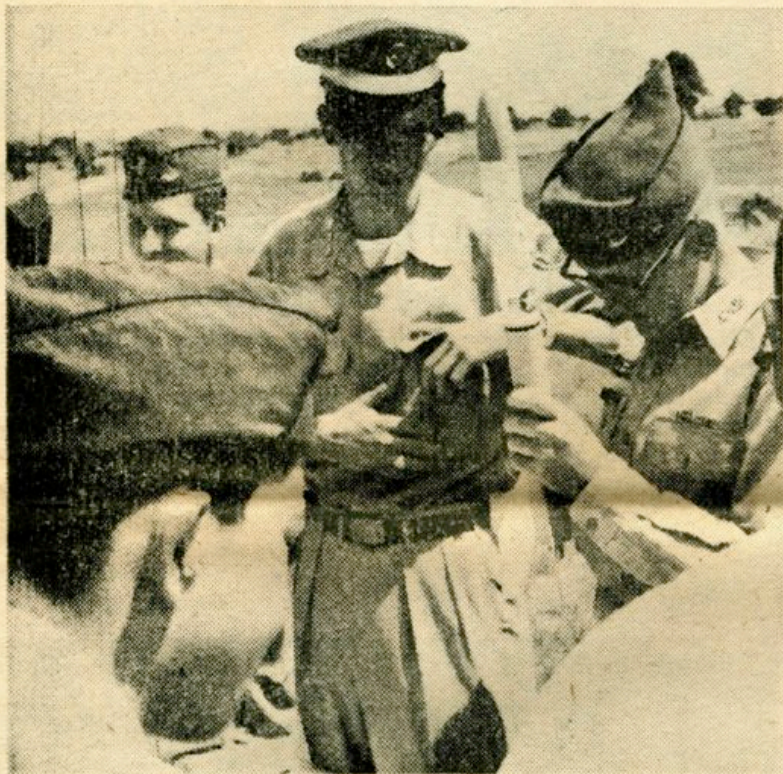
Participating in the project were squadrons from Colorado Springs, Security and Manitou. Senior member escorts included: WO Louis E. Salvas, SM Peggy Ham, CWO Borgeson and SM Bill Dedrick.

Group executive officer was Maj. Wayne Field.



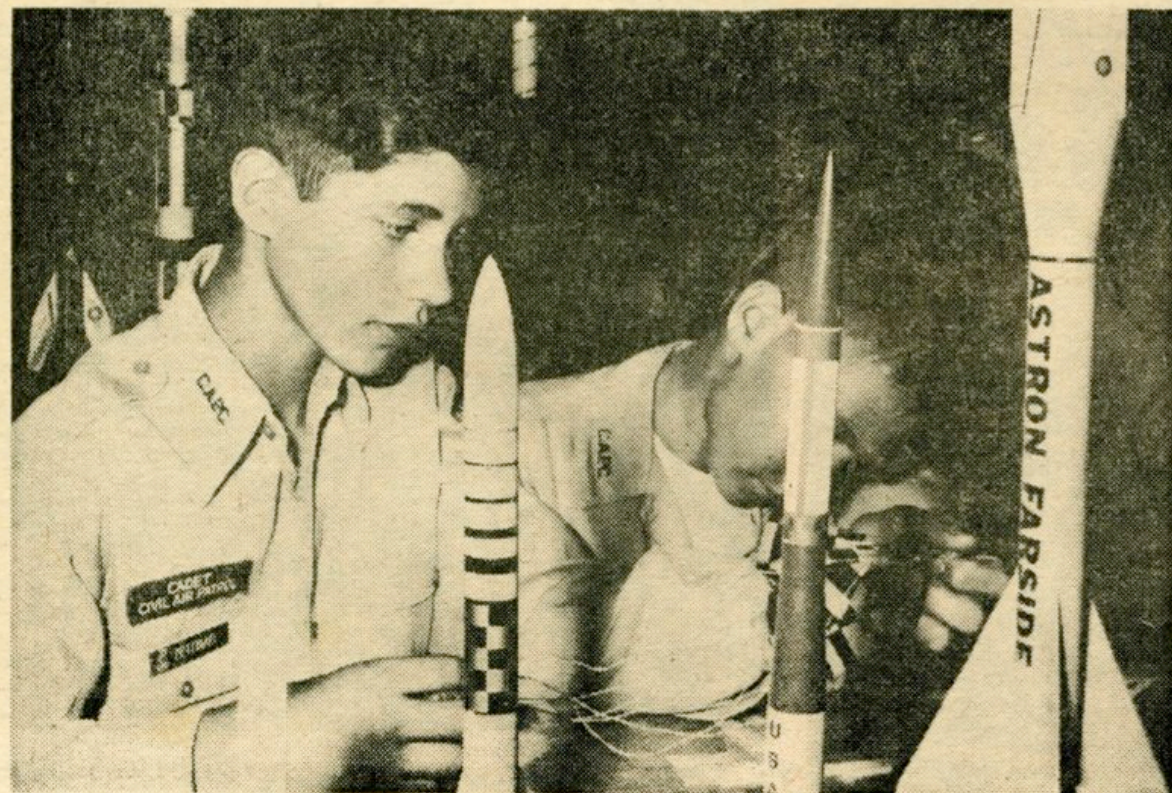
2...1...Fire

CAUGHT a fraction of a second after ignition "Big Bertha" lifts off the launch pad as an unidentified cadet gets his turn at the launch control. Penrose, Colo., was the site of the model rocket demonstration.



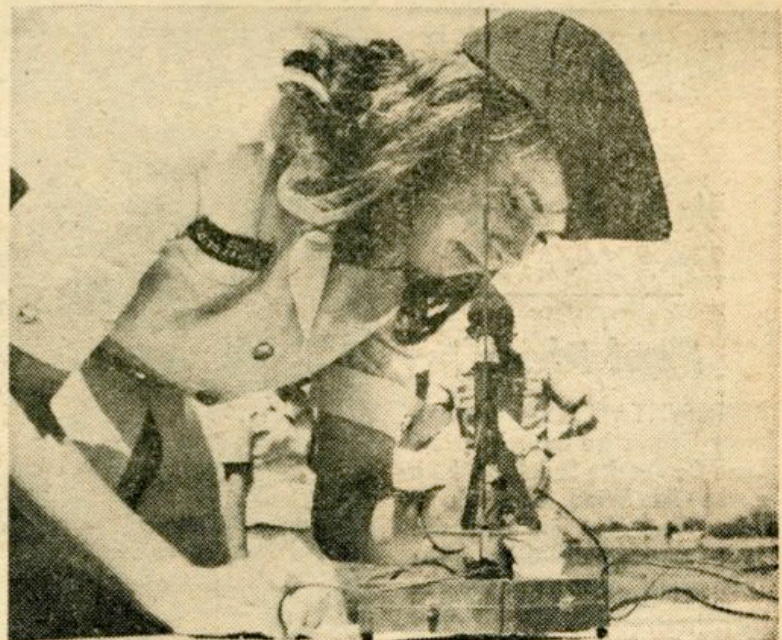
'Big Bertha'

CADET Shelly Booth, right, gives the "Big Bertha" rocket a final check before placing it on the launch pad. Watching the operation is Cadet Dan Poore.



Finishing Touches

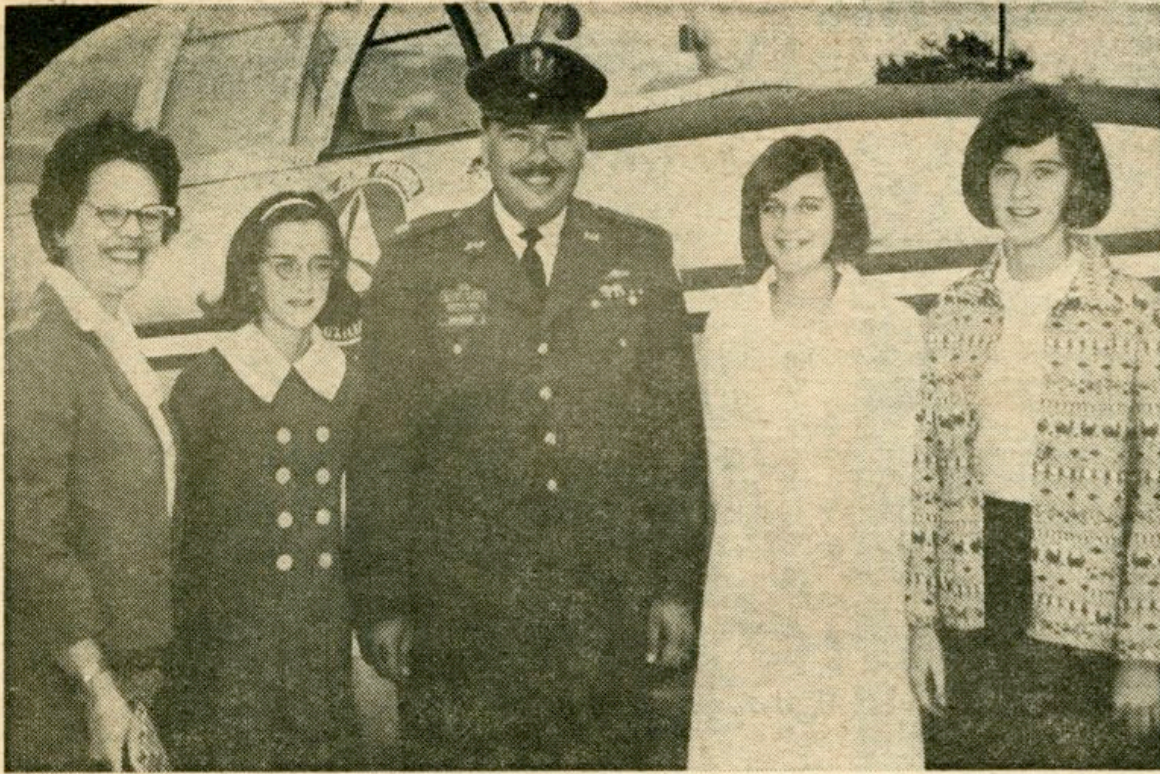
CADET D. R. Pettinari tries his hand at rocket assembly by putting the finishing touches on the parachute. The parachute is deployed automatically while in flight to bring the rocket to earth for a soft landing.



Miss Astronaut

FINAL connection in preparation for launch of the tiny Sprita rocket is made by Cadet Susan Mountain during the Estes Industries model missile tour. The launch device is the Electro-Launch and the missile has a capability of 2000-foot flights.

CAP NEWS . . .



Governor's Girls

DURING THE recent Tuberculosis Seal drive, in which Civil Air Patrol was urged to assist local units, Maj. Ralph Snyder, CAP, Oklahoma City Composite Squadron commander, received an unexpected surprise. Miss Alice I. Porter, left, state TB chairman, and Ann, second left, Gail, second right, and Pat Bellman, all daughters of Governor and Mrs. Henry Bellman, presented the captain with TB seals autographed by Astronaut Scott Carpenter. Seals were distributed throughout the state by wing pilots.



Following Daughter

CHAPLAIN (Capt.) Wayne O. Urnsbach, chaplain for the Murray Flying Angels Squadron, Utah Wing, is following in his daughter's footsteps. Shortly after he pinned solo wings on his daughter, Cadet Sylvia Urnsbach, the chaplain joined the "solo club" by soloing. The cadet earned her wings through the 1965 Naylor Flight Scholarship. She is a freshman at Brigham Young University. (Photo courtesy Murray Angels squadron)



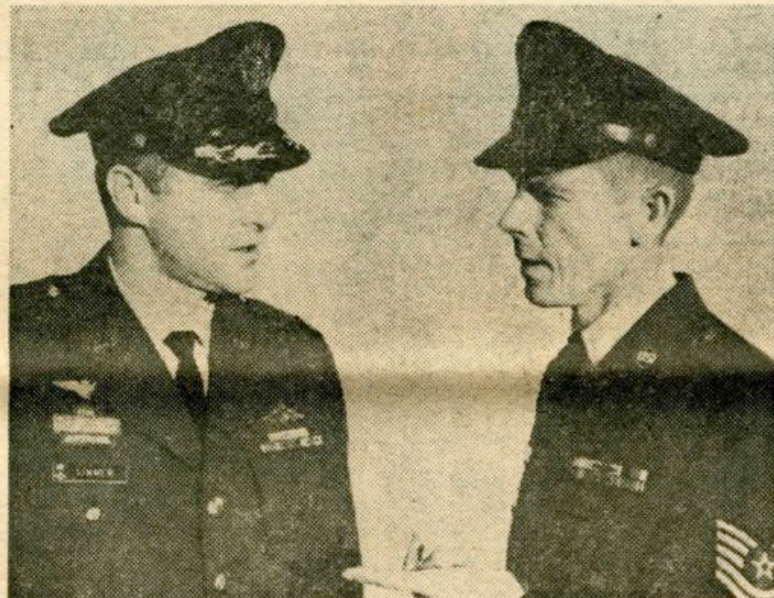
Winner

LIEUTENANT Lu Giefer, Sheboygan Composite Squadron, Wisconsin, displays the trophy she earned as the outstanding information officer in the wing for 1965. A member of CAP since 1962, Lieutenant Giefer has won the wing "Top 10" award for three consecutive years. She placed third nationally in 1964 and is second after nine months of report in 1965.



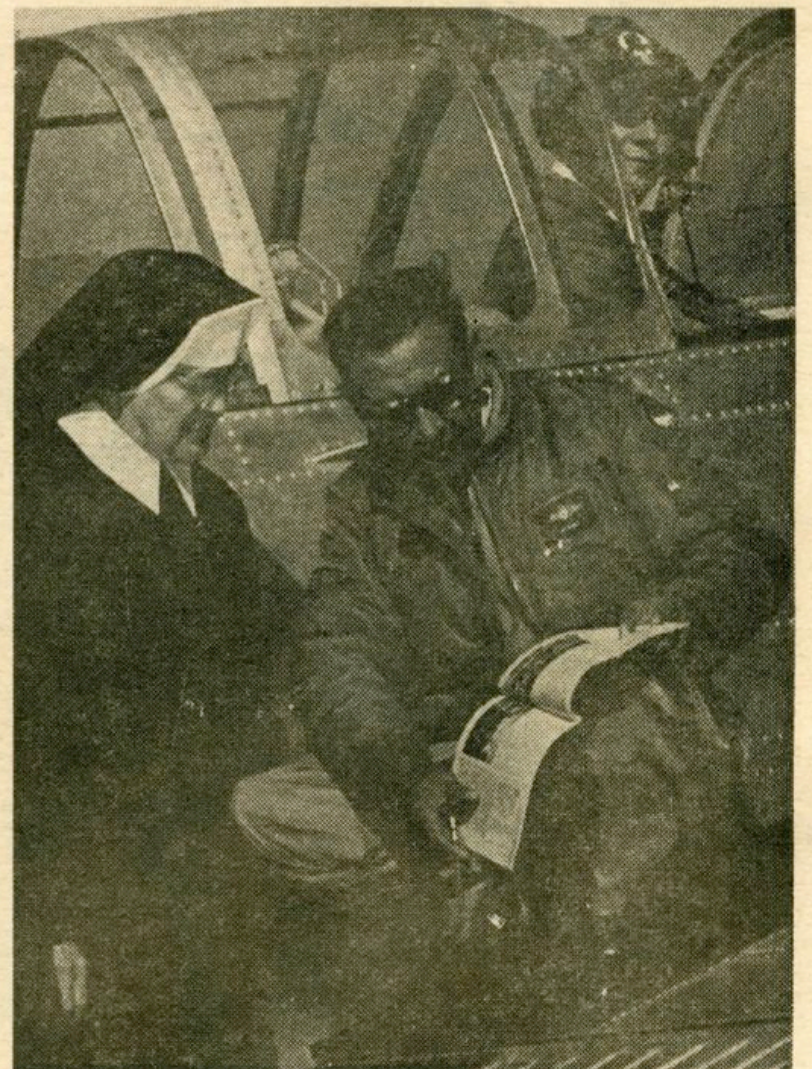
Pool Ideas

REPRESENTATIVES from Fremont Composite Squadron and Lima Composite Squadron, both of the Ohio Wing, meet to pool their ideas for an extensive 1966 membership drive. The "recruiting" officers of the two squadrons were accompanied to the meeting by their cadet offspring who provided the cadet point of view for the meeting. From left are WO Mark Lawrence, Lima, WO Madge Williams, Fremont, Cadet Ted Williams and Cadet Nila J. Lawrence.



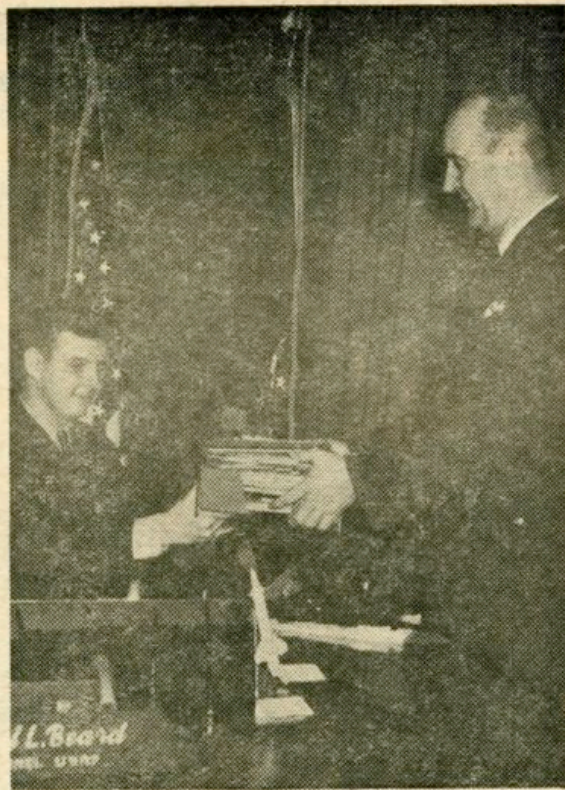
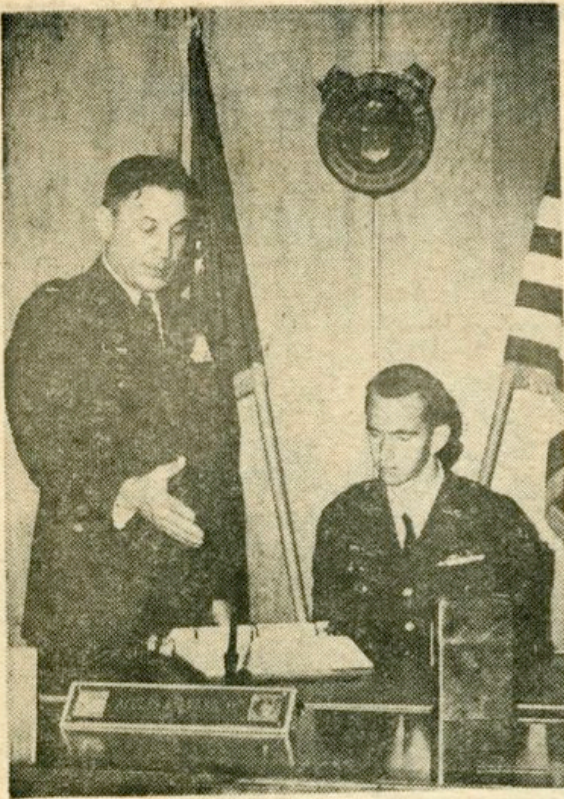
Top Suggestion

A SUGGESTION for the speeding-up of CAP reimbursement claims while participating in official Air Force missions is explained by TSgt. Giles Appling, USAF, Georgia Wing liaison office NCO, to Col. Ted Limmer, CAP, wing commander. According to the sergeant, now when a claim is received, the wing commander certifies that the individual participated and reimbursement is expedited. The suggestion has been adopted USAF-wide.



'Flying Habit'

MOTHER Mary Raymond, CCVI, receives a briefing from Maj. Robert L. Camina, Alamo Cadet Squadron, Texas Wing, prior to her orientation flight. This first flight was given to Mother Raymond as reward for her recruiting 20 cadets into the CAP program. She is superior of St. Peter's-St. Joseph's Home, San Antonio. Seated in cockpit is Maj. Glenn B. Lacy.

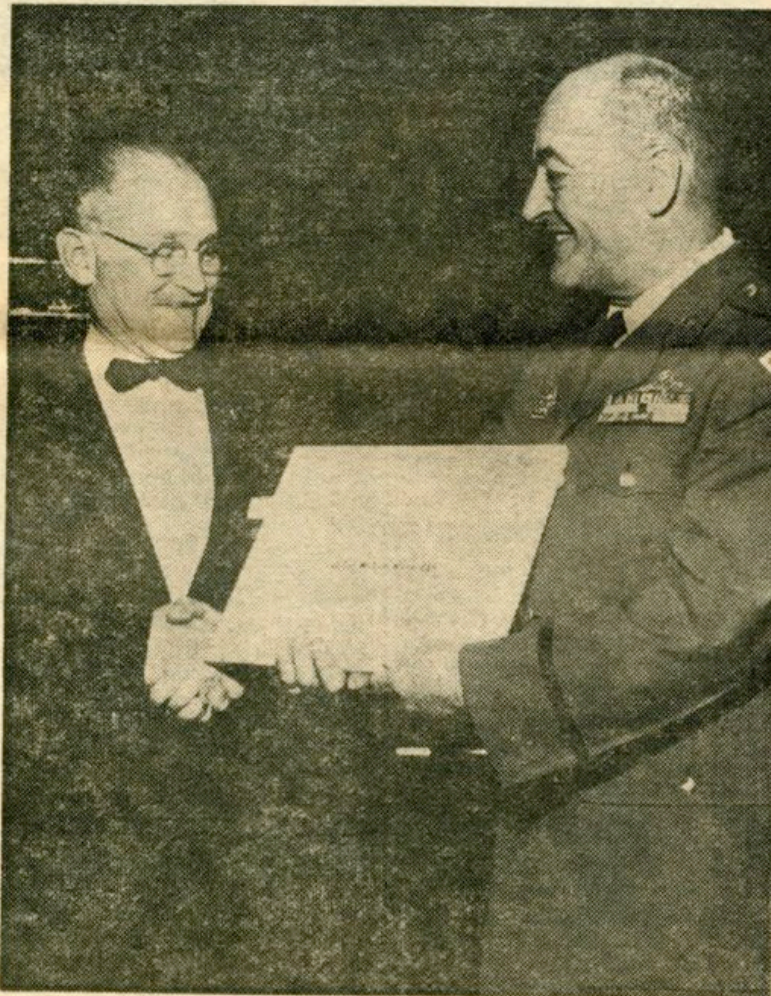


Future Commanders

TWO CAP cadets had the responsibility of commanding two of the most important Air Force activities on the East Coast recently. Photo left, Col. Albert L. Evans, USAF, commander, New York Air Defense Sector, explains his duties to Cadet Paul V. Kelly III and photo right, Col. Dearn L. Beard, commander, McGuire AFB, N.J., performs a similar task with Cadet Joseph Rolles III. The two cadets "commanded" the outfits during "Commander of the Day" programs at the two separate installations.

Man of Year

A COMMAND pilot and active Civil Air Patrol member since 1947, W. Tom Ward, left, receives the coveted Aerospace Education Leadership Award from Col. Edwin Lyons, CAP, Northeast Region commander. Ward joined CAP in 1947 and was instrumental in forming the Valley Stream unit, New York Wing. Presentation of the award was made during a testimonial dinner held in his honor at Valley Stream, Long Island. (Photo by State Photo News Service, Inc., Lynbrook, N.Y.)



Top Cadet

CADET Emma Schwichtenberg receives the Hummel Jewelry Award for being named the most outstanding cadet for 1965. Making the presentation is Col. J. R. Finton, USAF, professor of air science at Virginia Polytechnic Institute.



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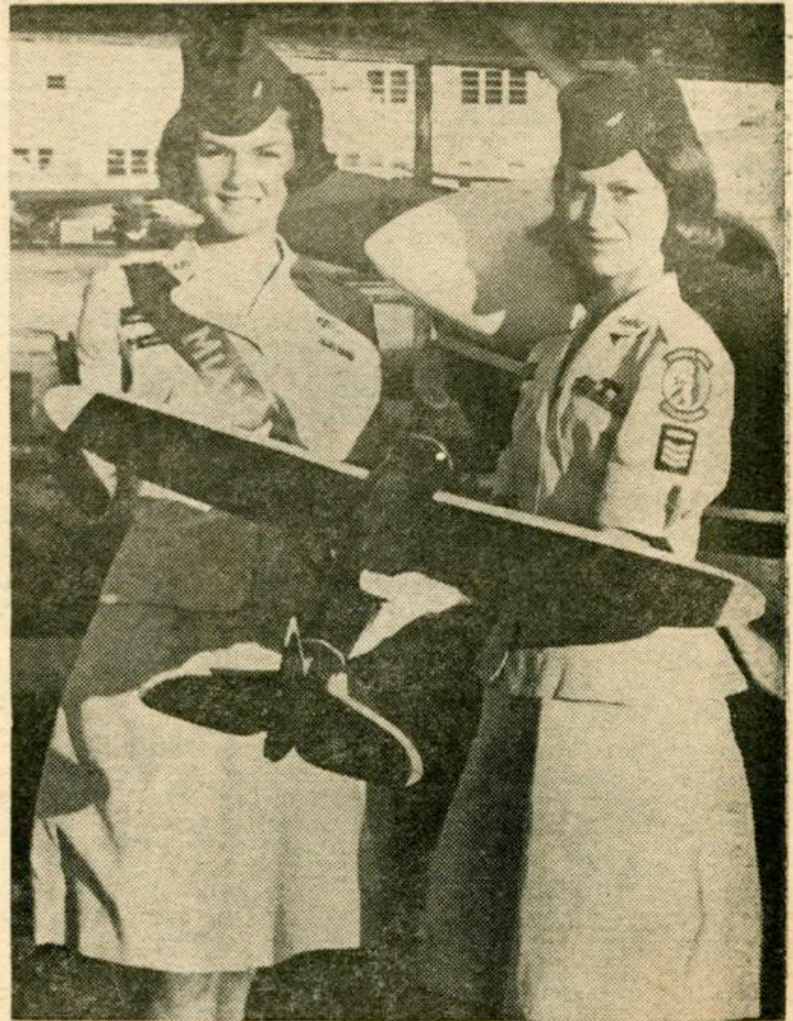
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Queen

STEALING the spotlight from this model plane, entered in the 12th Annual King Orange International Model Plane Meet, are two lovely cadets from Sector A, Florida Wing. Anne McCracken, Homestead Cadet Squadron, left, and Marsha Rhines, Ben Franklin Cadet Squadron, reigned as Queen and Princess of the international meet held at Masters Field, Fla. In addition to her role as Queen, Cadet McCracken was also Miss Miami Model Aviation of 1966.



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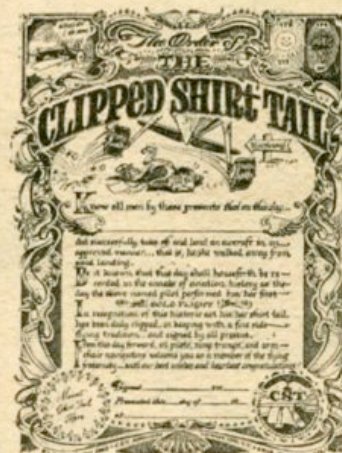
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Wyoming Wing Gets Good Score on SAR Test

HQ, WYOMING WING—The Wyoming Wing scored 87 points out of a possible 100 in its yearly joint CAP-Civil Defense search and rescue practice mission, according to information received from the USAF evaluation team attached to the Rocky Mountain Region at Lowry AFB, Colo.

In the Civil Defense phase of the practice exercise the wing received 84 points out of a possible 100.

In the search and rescue exercise, the wing was searching for a missing simulated aircraft lost on a direct flight from Denver to Jackson, Wyo.

Lt. Col. Robert E. Foster, CAP, mission commander, briefed staff members late the first day that the "aircraft" was reported overdue. Early the next morning, five route check aircraft were airborne.

Meanwhile, the USAF team led leads to search headquarters at Wenz Field south of Pinedale.

ALL leads were checked out by ground and airborne units and the "downed" aircraft was located shortly after 3 p.m.

A total of 11 aircraft, flying 23 sorties for 44 hours, were used in the operation. Five were privately owned. In the field ground personnel utilized 12 CAP vehicles, several of which were radio-equipped.

Fifty-seven CAP members, including 20 cadets, from throughout the wing took part in the exercises.

In the Civil Defense exercise, various problems were presented by the Wyoming Civil Defense Agency, Department of Aeronautics and USAF. Conditions simulated a post-attack phase of a nuclear war. Problems included radiological monitoring, damage assessment, transportation of personnel and equipment, traffic surveillance, bomb plots, fallout intensity predictions and operations within a fallout environment. Aerial radiological monitoring involved 35 hours of flying time.

Pennsylvania Wing

EAST STROUDSBURG, Pa.—On a recent weekend members of Stroudsburg Composite Squadron 805, Pennsylvania Wing, partic-

ipated in a practice mission, in cooperation with Civil Defense.

Squadron personnel operated a base of operations and a first-aid station at Lehighton Airport, and on Sunday morning participated in a practice search and rescue problem.

All squadron activities were evaluated by the Air Force to determine the CAP unit's degree of efficiency. The practice SAR was directed by Capt. Charles Wyckoff, CAP, squadron 805 commander.

Other members of the squadron participating were CWO Tommy Vogler, senior members John Sipthoth, Rodney Longenberger, Lynda Hentry, Donald Stout, William Moeller, cadets Robert Lee, Joseph Tscherne, Andrew Milazzo, Raymond Moeller, Robert Meyer, Pat Narkavich, Robert Hachtman, Larry Pugh, Ronald Heller and Kathy Narkavich.

Following the SAR practice mission, Senior Member William Moeller conducted orientation flights for squadron members.

Members of the General Carl A. Spaatz Composite Squadron, under the command of Maj. Elizabeth Magners, also took part in the exercise at Lehighton Airport.

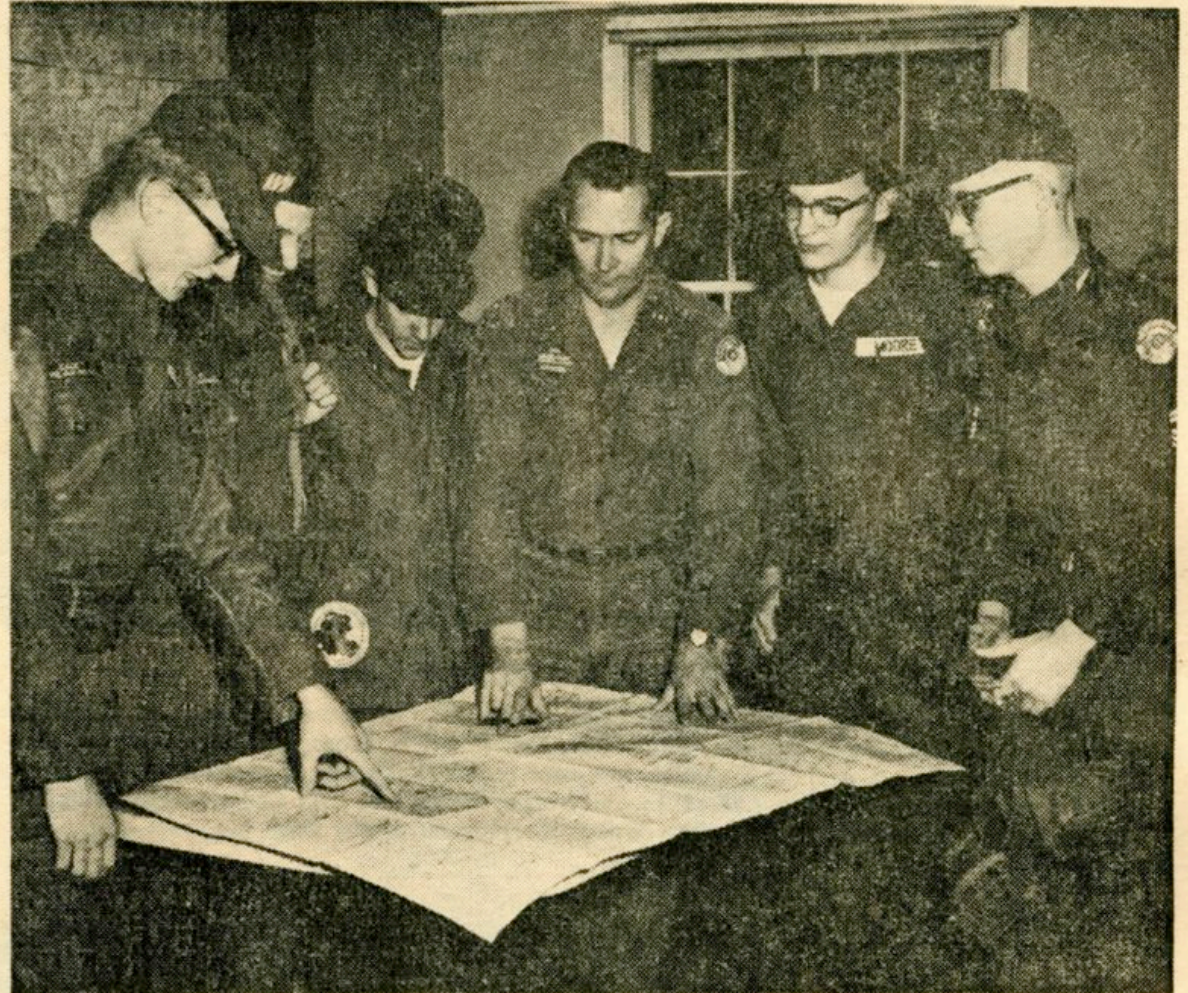
Idaho Wing

HQ, IDAHO WING—A state-wide annual simulated search and rescue exercise was held recently by the Idaho Wing at Joslin Field, Twin Falls, Idaho. The operation was directed by Col. Dwight Shaw, CAP, wing commander, and was evaluated by a USAF rating team.

The problem involved the search for downed aircraft enroute from Denver to Boise, Idaho.

When the Western Air Rescue Center requested CAP to join the search, approximately 80 cadets and senior members responded.

Participating in the successful search for the mock crash were 42 rated pilots and observers who flew in 13 aircraft. Ground personnel utilized three sedans, one sta-



Planning Field Trip

SEARCH AND rescue team leader, WO Dave B. Fowlkes, third from right, of the McChord Cadet Squadron, Washington Wing, shows cadet members of his SAR team the area of their next field exercise. Cadets are, from left, David McGinley, Roger Quesenberry, Don Fowlkes Jr., Karl Moore and John Long. The team, which was certified after each member passed a 20-hour survival test, is fully equipped and stands operational ready to be called out on any actual search, rescue or other emergency situation. (USAF Photo)

tion wagon, a radio van and a mobile command truck.

Seven radio units, including four plane to ground radios, were used by communications personnel.

Wisconsin Wing

APPLETON, Wis.—Several weeks after final plans had been made, members of the Fox Cities Composite Squadron, Wisconsin Wing, were up before dawn to participate in a practice search and rescue mission.

Squadron members were not too disappointed when severe weather caused postponement of the exercise, for they were asked to assist local law enforcement agencies before and after a Green Bay Packer professional football game.

Two base radio stations, five mobile radio units and 16 CAP personnel worked for six hours. The traffic scoreboard showed one minor accident and two cars towed out of the snow, with no accidents causing injuries or deaths in Outagamie County.

On one occasion a CAP radio unit noticed an accident on an overpass where highways 41 and 10 cross. Traffic was tied up, but a radio call from the CAP unit to the sheriff's department brought help and the situation was soon eased.

The services of the CAP members were valuable in this case because it freed other county law enforcement people to cover more serious matters.

Florida Wing

JACKSONVILLE, Fla.—Group 2, Florida Wing, recently conducted a practice mission at Craig Field here to maintain search and rescue proficiency and to train new CAP members.

The mission was planned by the Jacksonville Search and Rescue Senior Squadron, one of the Group 2 units, which has provided air support for every CAP mission held in northeast Florida for the past three years.

Planned to simulate the search for two fishermen overdue in returning with their small boat, the mission had a practical aspect, was realistic and functional, and was designed to utilize every facet of CAP capabilities.

Air crews utilized member-owned and CAP aircraft first to locate the point where the missing boat was launched, reporting this location to mission headquarters at Craig Field, where another local unit maintained inter-unit communications.

Mobile units were then dispatched to the scene, accompanied by members trained in first aid, while aircrews continued the search for the boat.

When the boat and its passengers were located, beached on a small island in the intracoastal waterway, mobile units were notified and two marine units were dispatched to tow the stranded boat and administer first aid to its occupants.

More than 100 CAP members, both seniors and cadets, participated in the operation.

The mission was photographed for future presentation on a local television station. The entire mission will be the subject of a 30-minute documentary program.

Kansas Wing

JUNCTION CITY, Kan.—Five crews and four planes from the Junction City Composite Squadron, Kansas Wing, participated in the wing's state-wide practice search and rescue mission recently, with one of the squadron crews spotting the target.

The CAP team which found a parachute in a tree near Dunlap, Kan, included WO's Mark Endsley, pilot, and Arrowanah Montgomery, co-pilot and observer. They were flying a Cessna 140 owned by Endsley.

More than 100 senior members from all parts of Kansas gathered at the Manhattan Municipal Airport for the annual wing mission. This year the simulated

target was a downed Air Force T-33 with two people aboard.

Although it was a practice mission, CAP members put the same emphasis on the problem as if it were an actual mission with lives at stake.

Maine Wing

HQ, MAINE WING—More than 50 CAP cadets and senior members took part in the Maine Wing's annual two-day survival exercise held recently at Augusta.

Col. Sam Yeaton, CAP, wing assistant director Civil Defense, and Herbert Rowe, chief of plans and training, issued simulated problems stemming from a mock attack five days previous.

Two CAP officers from Brunswick Composite Squadron, Capt. Walter N. Beene and WO Maurice Cantor, were mission coordinator and air operations officer, respectively.

A total of 40 hours were flown in 23 sorties. One mission extended into Quebec, Canada, while other missions covered area as far west as Berlin, N.H., and south to Rhode Island.

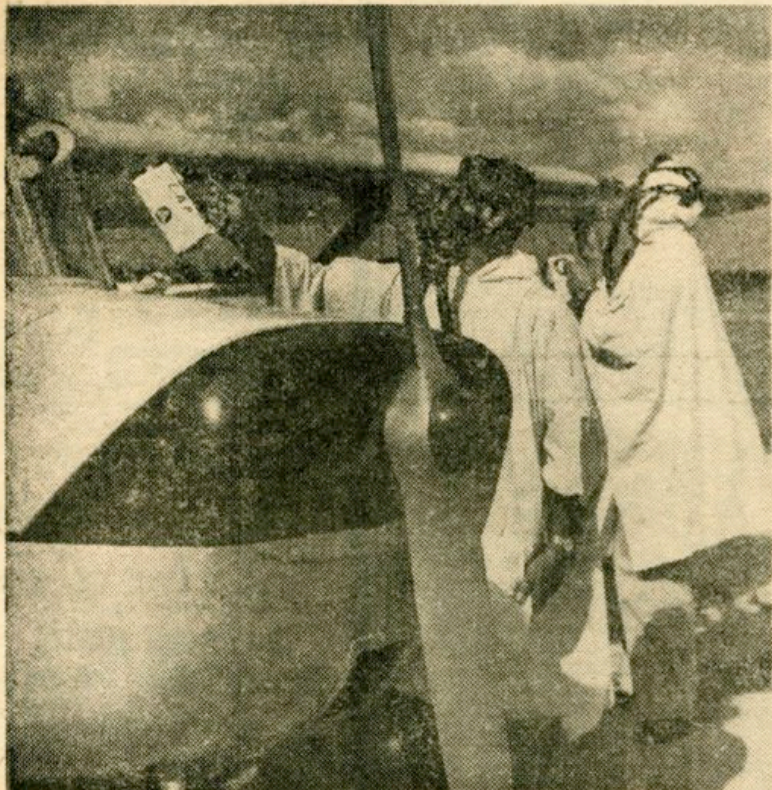
Arizona Wing

TUCSON, Ariz.—A simulated search and rescue mission was staged recently by Tucson Cadet Squadron 504C to prepare cadets for the annual Arizona Wing SAR Test.

Prior to the mission, cadets attended classes taught by senior members of the squadron. In these classes, cadets learned the duties that their senior counterparts perform in actual missions.

Ryan Airfield, near Tucson, served as the base of operations for the practice mission. On orientation flights cadets located the "victims," who were placed at simulated disaster areas.

Ground parties, manned by cadets, also searched the area and, upon locating "victims," administered first aid and transported them to the base of operations.



Radiation Check

WHEN GROUP 5, Florida Wing, participated in the wing test exercise, members of the Palm Beach Senior Squadron conducted a decontamination exercise at the Palm Beach International Airport. Photo shows two members of the squadron checking aircraft radiation with Geiger counters. All cadet squadrons from Group 5, assisted by a Group 15 cadet squadron, were active throughout the exercise, operating radios, walkie-talkies, message center and performing various services. Cadets also participated in two simulated land rescue missions. (POST-TIMES Photo)

Cadet News Briefs

Teacher is Guest Speaker

FRANKFORT, Ind. — Daniel Weikel, biology teacher at Frankfort junior high school, was guest speaker at a recent meeting of the Clinton County Composite Squadron, Indiana Wing. He spoke on the three types of navigation, stressing that weather has a great bearing on navigation.

Weikel holds a private pilot license and is working toward earning his commercial license.

He discussed the procedure of plotting a course and explained the aeronautical chart in detail.

Company Donates to Squadron

RACINE, Wis. — The Johnson's Wax Company recently donated a check for \$100 to the Racine Composite Squadron, Wisconsin Wing, to help cover the cost of new equipment for the squadron color guard.

A company representative gave the check to SSgt. Robert L. Schuster, CAP, squadron commandant of cadets, who turned it over to Capt. John E. Otto, CAP, squadron commander.

Unit Forms Marching Band

WEST PALM BEACH, Fla. — The Forest Hill Cadet Squadron, Florida Wing, has started a CAP marching band. Band members were recruited by the squadron commander from several squadrons in the Palm Beach area.

Conductor of the band will be Mr. Wagner, who conducts and teaches at schools in the district.

Instruct First Aid

McCHORD AFB, Wash. — Two USAF airmen, members of the 62nd Air Transport Wing here, are instructing a first aid class for cadets of the McChord Cadet Squadron, Washington Wing.

Lecturing in their off-duty time, SSgt. Harold G. Swales and A1C Terry C. Knight conduct classes weekly for five weeks. They hope to qualify each cadet for individual Red Cross cards.

Cadet Gets Scholarship

FEASTERVILLE, Pa. — Cadet Jack D. Mayers of Bucks County Cadet Squadron 9012, Pennsylvania Wing, was recently awarded a flight scholarship from the Aviation Council of Pennsylvania. The scholarship for \$160 is being used for powered flight lessons at Philadelphia Northeast Airport.

Cadet Mayers attended the Flying Encampment at Elmira, N.Y., last summer and earned his glider wings in the glider pilot course.

Complete First Aid Course

RUTLAND, Va. — Members of the Rutland Cadet Squadron, Vermont Wing, recently completed a standard first aid course given by the local chapter of the American Red Cross.

Cadets learned how to treat wounds with material from a prepared kit and how to utilize other valuable material. The mouth-to-mouth method of resuscitation was also taught.

All 14 members of the squadron earned the standard first aid card. An advanced course is planned for the future.

Cadets Honored

NELSONVILLE, Ohio — Cadets Michael Whitmore and Charles Jacobs were chosen "Cadet of the Year for 1965," and "Outstanding Cadet for 1965," respectively, of Nelsonville Composite Squadron 1203, Ohio Wing.

Selection of the two cadets was made on the basis of their willingness to work, their knowledge of CAP and USAF and their attendance at squadron functions. The cadets were presented plaques at a squadron meeting attended by Maj. Homer Byrd, CAP, Group 12 commander.

Unit Wins Trophy

RACINE, Wis. — A trophy was presented to the Racine Composite Squadron, Wisconsin Wing, for having a cadet section which was rated best in the entire wing, based on cadet achievements.

Cadets William R. Kratochvil and James E. Katrosits, cadet commander and deputy commander, respectively, accepted the trophy from Lt. Col. Vivian E. Moeller, CAP, wing deputy for cadet training.

The Racine unit recently held a Parents' Night to acquaint parents and other guests with CAP activities. During the evening outstanding cadets were honored and promotions were announced.

Cadets Get Orientation Flights

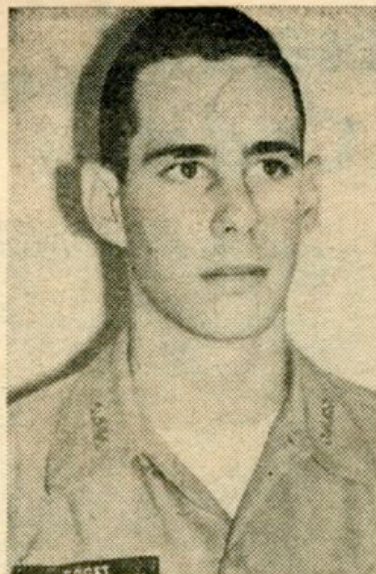
TACOMA, Wash. — Cadets of the Narrows Cadet Squadron, Washington Wing, have completed orientation flights in a Beechcraft Musketeer flown by their commander, Capt. Stanley Smyth, CAP. Members of the squadron flew in more than 60 orientation flights in 1965.

In addition to the Musketeer, T-34s, C-119s, C-47s, L-16s and Stinsons have been used for orientation flights.

Outstanding Cadet

MIAMI, Fla. — Cadet Robert Richards of the Central Miami Cadet Squadron, Florida Wing, was recently chosen as the squadron "Outstanding Cadet of the Quarter." A four-year CAP veteran and one of the charter members of his squadron, Cadet Richards is now serving on the cadet advisory council of Central Miami.

He completed a two-year Airframe Mechanics course at FAA-approved George T. Baker Aviation School, plans to continue his electronics education and eventually work as an electronics technician for the Boeing Aircraft Company. He is presently employed at Prop Service of Miami.



Honored

CADET David Smith has placed in the upper one-half percent group of all high school students, nationwide, taking the National Merit Scholarship Tests. Cadet Smith is a member of the Fort Myers Composite Squadron, Florida Wing, and holds the grade of cadet sergeant.

List Changes In Personnel

NATIONAL HEADQUARTERS — National Headquarters lost one officer and gained a noncommissioned officer as a result of January personnel changes. USAF-CAP liaison offices gained one NCO and lost one major and an NCO to retirement.

Maj. Joseph J. Murtaugh, USAF, who was assigned to the Arizona Wing USAF-CAP liaison office, retired January 31.

Lt. Ronnie D. Warmuth, USAF, was reassigned from National Headquarters (CPETC) to Lowry AFB, Colo.

MSgt. Lester W. Holmes, USAF, retired January 31. He was assigned to the Minnesota Wing liaison office.

TSgt. Ned E. Long, USAF, is now assigned to the Nevada Wing liaison office. He was reassigned from the 1370th Photo Mapping Wing (MAC), Turner AFB, Ga.

SSgt. Emil J. Kumer Jr., USAF, was assigned to the staff chaplain's office at National Headquarters from Hq., 6100th Support Wing (PACAF), APO San Francisco, Calif. 96323.

Dr. R. Dillon Heads New Mexico Wing

ALBUQUERQUE, N.M. — There are two new faces being seen at the New Mexico Wing Headquarters, located at Kirtland Air Force Base. One is the new wing commander, Col. Richard T. Dillon, CAP, and the other is the new wing USAF-CAP liaison officer, Maj. William W. Burnett, USAF.

Colonel Dillon was elected wing commander during the last session of the National Executive Committee. The colonel was born and raised in Pocatello, Idaho, and was educated in Idaho and Oregon. He attended the University of Oregon where he earned his Ph.D. in mathematical analysis.

Colonel Dillon has been a member of Civil Air Patrol for eight years, starting as senior member in the Albuquerque Senior Squadron.

For a time he served as special projects officer on the wing staff and as director, emergency services. He became commander of the senior squadron in 1963, a position he held until his appointment as wing commander.

THE wing commander won his pilot's license in 1945 and holds single, multi-engine and single engine sea ratings. He is also instrument rated.

Colonel Dillon is employed by Sandia Corporation. He became commander following the retirement of Col. Harold D. Thomas, of Albuquerque.

At a special retirement ceremony held for the departing wing commander, Colonel Thomas was cited for his outstanding service to Civil Air Patrol.

Major Burnett is an 18-year veteran of the Air Force having served in Vietnam prior to his liaison officer assignment. He is a native of Van Wert, Ohio, and earned his B.S. in mechanical engineering from Case Institute of Technology, Cleveland.

WHILE assigned to Vietnam, Major Burnett was operations officer for the 311th Air Commando Squadron. His mission was to transport personnel and re-supply the special forces camps in the interior of Vietnam.

He earned seven oak leaf clusters for his Air Medal and the Air Force Commendation Medal.

Other overseas assignments include England, Africa and Puerto Rico. He was a B-47 jet pilot at Lockbourne AFB, Ohio, prior to his Vietnam tour.

Sacramento Gains Two Senior Vets

McCLELLAN AFB, Calif. — Sacramento Valley Group 4, California Wing, has gained two highly skilled and professional CAP senior members thanks to their recent employment transfer to this military installation.

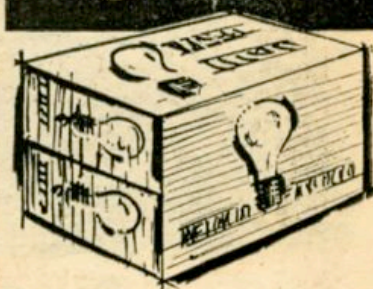
Lieutenant Col. F. H. Hart was transferred here from Mobile, Ala., and CWO Rawson K. White came from San Bernardino (Calif.) Air Material Area. Colonel Hart presently holds the job as Group 4 training and operations officer, and CWO White is Cadet Squadron 12 executive and training officer.

The colonel is a World War II veteran having earned the Soldier's Medal and the Purple Heart. He has worked with CAP since 1953 and was a squadron commander in Mobile prior to his move to California.

CWO White is an 18 year Federal Civil Service veteran in maintenance and missile management. He joined CAP in 1956 and since that time has flown more than 100 official search missions.

The warrant officer holds both the Federal Aviation Agency private power rating and the glider rating.

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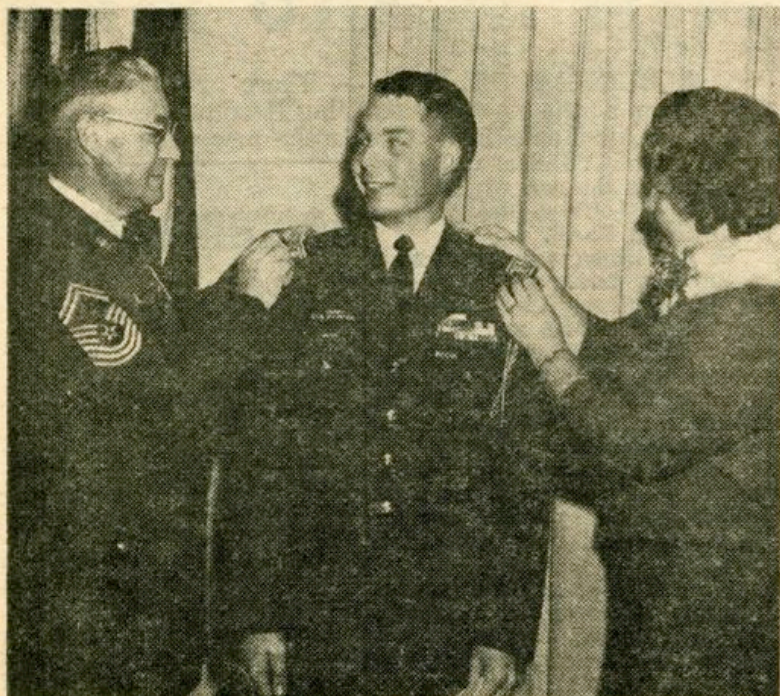
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Spaatz Awards Presented To Four More Top Cadets



Proud Parents

AFTER BEING presented the Gen. Carl A. Spaatz Award, Cadet Michael J. Jansen is fitted with the shoulder boards of a cadet colonel by his proud parents, CMSgt. Edward J. Jansen, USAF, and Mrs. Mary B. Jansen. Sergeant Jansen is chief clerk and NCOIC of the Staff Judge Advocate office, Ninth Air Force Headquarters, Shaw AFB, S.C.



Spaatz Award

MAJOR GENERAL Joe C. Moffitt, adjutant general of Colorado, presents the Gen. Carl A. Spaatz Award to Cadet Daniel P. Kish, a member of the Arvada Composite Squadron, Colorado Wing. Ceremony took place in the general's Denver office.

(Photo by Capt. Ron Madden, CAP)

Unit Sets NRA Program

FARMINGDALE, N.Y. — A certified National Rifle Association leader who is also a New York State Hunter Safety Instructor will provide instructions in riflery to cadets of the Farmingdale Squadron, New York.

Lt. Leon Schmitt, CAP, squadron deputy for cadets, has been an NRA leader for six years. The program will be included in the educational activities of the squadron and will not interrupt the normal cadet program, squadron officials reported. The program is being operated in accordance with CAPR 50-8.

In establishing the activity, Lieutenant Schmitt said "shooting programs promote coordina-

tion and timing, stress the importance of attention to orders and instruction, teach respect for equipment and encourage acceptance of responsibility. Shooting skills contribute to the fulfillment of national defense obligations and add to the enjoyment of hunting." Lieutenant Schmitt is a veteran of World War II having earned the combat rifleman's badge as a member of the 11th Airborne Division. He served for two years in the Pacific Theater of Operations. He has been a member of CAP since 1963.

Preliminary instructions will be given at Howitt Junior high school in Farmingdale with actual firing at the Nassau County range.

NATIONAL HEADQUARTERS — Four more cadets have been awarded the coveted "Spaatz Award," bringing the total of cadets completing all requirements necessary to earn the award to nine. A story about the first five "Spaatz Award" winners was published in the January 1966 issue of CAP TIMES.

The sixth cadet to earn the award was Daniel P. Kish, a member of the Arvada Composite Squadron, Colorado Wing. He was presented the award by Maj. Gen. Joe C. Moffitt, adjutant general of Colorado, in a ceremony at the general's office in Denver.

Kish attended three summer encampments and in 1964 participated in the International Air Cadet Exchange program, spending a month in Great Britain.

He is now an airman third class in the Air Force and recently completed his basic training at Lackland AFB, Texas.

Cadet Michael J. Jansen, the seventh cadet to earn the Gen. Carl A. Spaatz Award, is a member of the Columbia Composite Squadron, South Carolina Wing, and a junior at the University of South Carolina.

The second highest achievement award of the cadet program was presented to Jansen by Maj. Gen. Marvin L. McNickle, USAF, Ninth Air Force commander, at Shaw AFB, S.C.

CADET Jansen, son of CMSgt. (USAF) and Mrs. Edward J. Jansen, was the Alaskan Wing representative to the Jet Orientation Course at Perrin AFB, Texas in 1963, and for the past three years has participated in the summer encampment program.

He is a member of the advanced Reserve Officers' Training Corps at USC where he holds the rank of second lieutenant and is engaged in pilot training under the ROTC Flight Instruction Program.

The eighth winner of the Spaatz Award is Cadet Gwen D. Sawyer of the New Mexico Wing.

CADET John C. Barton of the Kahului Composite Squadron, Hawaii Wing, is the ninth Civil Air Patrol cadet to earn the Spaatz Award.

The award was presented to Cadet Barton at Hickam AFB, Hawaii by Gen. Hunter Harris, USAF, commander of the Pacific Air Force.

This achievement highlights Barton's career in the cadet program which began in the Virginia Wing. He later was a member of the Tennessee Wing before joining the Hawaii Wing.

In 1965 he represented the CAP as a guest of the Royal Aero Club of Denmark under the International Air Cadet Exchange Program.

Upon graduating from high school with highest award for general excellence, he received a \$1,000 CAP grant for engineering and enrolled as a freshman at Stanford University in California. He is now a member of the Air Force ROTC unit at Stanford.

All four were promoted to the cadet rank of colonel upon earning the Spaatz Award.

AOPA Speaker

BOYERTOWN, Pa. — Lt. Warren R. Potter, CAP, assistant communications officer of the Gen. Carl A. Spaatz Squadron 807, Pennsylvania Wing, was featured speaker at the recent meeting of the local Aircraft Owners and Pilots Association (AOPA).

In addressing the more than 35 members of the association, Lieutenant Potter traced the development of the Titan ICBM, from its conception in 1954 to its prominent status in our country's arsenal of defense.

Women in CAP

'Jet-Set' Nun Began Flying in 1940's

By MARY LOU ICSEL
National Headquarters

GREEN BAY, Wis.—Sister Mary Aquinas, aerospace education officer, Packer City Composite Squadron, Wisconsin Wing, has gained national recognition for her unique exploits in flying.

The 71-year-old Franciscan nun began her flying adventures more than 20 years ago when, at the outbreak of World War II, she wanted to give her students a broader knowledge of aeronautics. She took flying lessons at Manitowac Airport and has been flying ever since.

The jovial, outspoken educator-pilot enjoys talking about aviation, education, economics and the youth of today. She discusses frankly her concern about education, about stimulating youth's interest in aviation and about parents who have fallen behind the times.

SISTER Aquinas admits having flown "everything from the old Hudson bombers (English World War II planes) . . . to the B-58 at Fort Worth, Tex."

She has been indoctrinated in jets and is perhaps the only nun to have flown an operational jet mission. The flight was from Truax AFB, Wis., to McGuire AFB, N.J.

The story behind that adventure is an amusing one. It all started in 1957 when the United States Air Force presented her with an award for "outstanding accomplishment for national security and world peace." This honor was bestowed on her in Washington, D.C., after which she was asked what the Air Force could do for her.

She replied that she would like jet training. Much to her surprise, the Air Force agreed and arrangements for the jet flight from Truax were completed.

She immediately liked the simple instruments of the jets—not to mention their speed!

The science director for the Green Bay Diocese is proficient in meteorology, navigation, maintenance and communication.

How long did it take Sister Aquinas to learn to fly? Only 12 hours, according to her.

"Look how quickly a boy learns to ride a bike! We dally around in our schools. How long it takes to learn the multiplication tables or even to write!" she observes, concerned about ways to speed up instruction.

She is a member of the articulation committee of the National Catholic Education Association located in Washington, D.C. The committee revises the science curriculum in the elementary grades to better prepare students for the high school science program.

Sister Aquinas encourages women to seek fields in aviation. She feels the opportunities for women in aerospace education are particularly unlimited. She adds, too, that computer education is another wide-open field for women.

She advises young boys and girls interested in aviation to join the CAP. Civil Air Patrol, she declares, offers guidance, contacts, encouragement and social training.



The Flying Nun

SISTER Mary Aquinas, left, "The Flying Nun," is greeted by Sister M. Natalie, principal of St. Clement's School, upon arrival at Sheboygan County Memorial Airport for a USO fund-raising dinner. Sister Aquinas flew a Pipe Cub on her trip from Green Bay to Sheboygan, Wis.

24th Birthday Observances

FEBRUARY, 1966

CAP TIMES 18

(Continued from Page 6)

Week in recognition of CAP's 24th anniversary.

Commissioner Tobrin presented the proclamation to Lt. Col. Robert Colby, wing executive officer.

California Wing

SAN BRUNO, Calif. — The last week of December was proclaimed Civil Air Patrol Week by Neil J. Christal, mayor of San Bruno, in commemoration of the 24th anniversary of CAP.

Mayor Christal attended a meeting of San Bruno Cadet Squadron 90 during the special week. WO's Robert and Frances Hewett, CAP, squadron communications and finance officers, respectively, conducted the mayor through the unit's headquarters at the Tanforan Navy Base in San Bruno.

ALAMEDA, Calif. — The more than 100 members of Alameda Flight 8 and Mt. Diablo Group 8 were recognized in a story appear-

ing in the December 2 issue of THE CARRIER, newspaper of the U.S. Naval Air Station at Alameda.

THE CARRIER, which published the anniversary story, has a readership of approximately 7000, according to WO Virginia L. Cline, a member of the Alameda flight.

Florida Wing

TYNDALL AFB, Fla. — To call attention to the 24th anniversary of the Civil Air Patrol, members of the Tyndall AFB Cadet Squadron wore their CAP uniform to Rutherford high and Everitt junior high schools during the period December 1-7.

Cadets also conducted flag raising ceremonies during the special week at both schools, located in Panama City.

RIVIERA BEACH, Fla. — Mayors of Lake Park, North Palm Beach, Palm Beach Gardens, Palm Beach Shores, Riviera Beach and West Palm Beach and commissioners of Palm Beach County joined together in proclaiming Civil Air

Patrol Week and asked all residents to honor cadets and senior members of CAP on its 24th anniversary.

Group 5, headquartered at Riviera Beach, includes units serving all communities making the proclamation.

Chairman Lake Lytal of the Palm Beach County commission related on television the many services rendered by the Civil Air Patrol in Florida and throughout the nation.

The Palm Beach County SUN PRESS published a photograph of the proclamation signing ceremony and an editorial concerning the Civil Air Patrol.

ST. AUGUSTINE, Fla. — The Santa Rosa Cadet Squadron here held a family night in honor of the 24th anniversary of CAP, inviting families and friends of cadets.

A lecture, "On Becoming a Man," was presented by the squadron chaplain and a film entitled "Men With Wings" was shown. In addition, guests saw a drill ceremony performed by the cadets.

College Staff Charters Unit

ASHLAND, Va. — Several faculty members and students at Randolph-Macon College now hold key positions in the newly chartered Hanover County Squadron, Virginia Wing.

Dr. Wade J. Temple, associate professor of physics, holds chief responsibility for flying activities of the unit and its associated aero club.

Dr. Carlisle W. Baskin, professor of economics at the college, acts as adviser for the squadron supply and finance. Dr. Baskin also holds a commission in the U.S. Naval Reserve.

COMMANDER of the unit is Lt. Donald Kester, CAP. Lieutenant Kester is a student at Randolph-Macon and has been named to the coveted Dean's List. He has been a member of CAP for six years and served as cadet commander and assistant commandant of cadets in two different Maryland Wing units before coming to Randolph-Macon. He attends the college with aid of a CAP academic grant.

Other students of the college who are taking an active role in the young squadron's activities include C. Denny White Jr.; Robert M. Menzies, a graduate of Randolph-Macon Academy; Harold M. Sinclair and Richard A. Peterson. All are members of the freshman class.

Sophomore students active in the CAP program at this fine college are Walter F. O'Loughlin III and William R. Lenfestey.

Senior Member Honored by SAC

JACKSON, Miss. — To read of the Civil Air Patrol making an Air Force officer an honorary member is common news; but to read of the Air Force making a Civil Air Patrol officer an honorary member of a bomb wing is another story.

This is what happened to Maj. Charles G. Smith, Mississippi Wing information officer who is also city editor of the Jackson Clarion-Ledger. Major Smith has been made an honorary member of the 45th Bomb Wing (SAC) at Columbus Air Force Base. Presentation of a specially engraved bronze and mahogany plaque was made by Col. William F. Seith, vice commander of the wing.

The CAP major also received an autographed copy of the 454th B-52 jet bomber crew that won the 1965 Fairchild Trophy.

Major Smith has covered the Fairchild Trophy competition and other aviation activities for his newspaper.



Staff Visit

MAJOR GEN. Robert P. Taylor, left, Air Force Chief of Chaplains, is welcomed to Ellington AFB, Texas, by Col. Joe L. Mason, USAF, center, national commander, and Chaplain (Lt. Col.) George M. Hickey, USAF, National Headquarters staff chaplain. Chaplain Taylor conferred with Colonel Mason and then received a briefing on CAP chaplain activities. The general was the first National Chaplain of the Civil Air Patrol.

(National Headquarters Photo)

HQ for CAP

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Obituaries

Former Cadet Dies In Vietnam Action

BOSTON, Mass. — Former Civil Air Patrol cadet Dana E. Brann has been killed in action in Vietnam. Word has been received by his parents, Mr. and Mrs. Edward M. Brann from the Department of Defense.

Cadet Brann joined CAP in 1961 and during his three years with Boston Squadron, Massachusetts Wing, he distinguished himself by consistently scoring high grades in the phase I and II programs.

Brann joined the Army in August 1964 and a year later was graduated from the Fort Rutgers, Ala., helicopter pilot training program. Following graduation he was given an endorsement for instrument flying and earned his warrant officer bars.

The Boston Squadron plans to make an annual award during summer encampment in his name. The first Warrant Officer Dana E. Brann Award will be presented during summer encampment this year.

NEW YORK CITY — Senior Member Anthony Rusyniak, CAP, was killed recently in the crash of a charter aircraft in Kentucky. He was commander of the newly formed Syracuse Senior Squadron, New York Wing.

The 41-year-old pilot was owner and manager of Syracuse Flying Service and lived with his wife, Doris, in Baldwinville, N.Y.

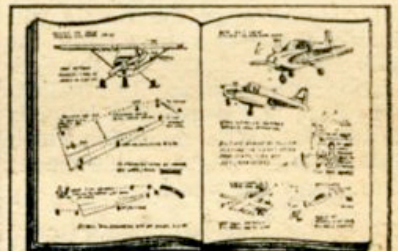
A U.S. Army Air Corps veteran, he also served as flight officer in the Ferry Command during World

War II. Rusniak joined CAP in June 1965 and participated actively in forming a new squadron of interested pilots in his area.

CHINA LAKE, Calif. — A cadet who was a feature part of a story appearing in CAP TIMES concerning his squadron died here of injuries received in an automobile accident.

Cadet Louis A. Smith, son of Mrs. Pat Smith McClendon, served as cadet executive officer of Squadron 61 in Oxnard at the time of his death. He was 17.

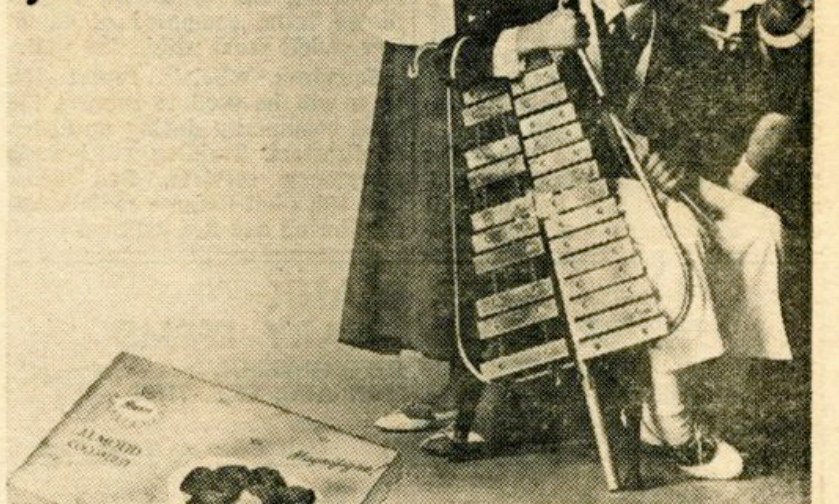
The cadet's photograph appeared in the March 1963 issue of CAP TIMES as part of a feature developed by Read Wynn, then a member of the National Headquarters staff. Appearing with Cadet Smith was his mother who also is an active CAP senior member.



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Boys and Girls Will Attend Flying Encampments

(Continued from Page 1)

leviate the critical shortage now facing the nation's aviation fleet.

COLONEL Mason explained that the program was initiated to overcome the three main deterrents keeping American youth from pursuing aviation careers. These he identified as:

- 1) Lack of money to enter flight training;
- 2) Lack of contact with pilots and aircraft; and
- 3) Lack of time due to heavy academic loads.

Cadets entered in the airplane courses will learn the principles of contact flying in airplane in the 95-200 horsepower range equipped with tricycle landing gear and will receive instruction in basic equipment techniques so that the cadet develops the ability to control the airplane solely by reference to instruments.

Those participating in the glider pilot course will receive a minimum of 30 aerotow flights and nine hours of flight time. Successful completion of the course will enable the cadets to qualify for both FAA certificates and the Federation Aeronautique Internationale (FAI) "C" award. The latter is an international organization which authenticates flight achievement throughout the world.

THROUGHOUT the encampment the cadets, selected from the 52 wings, will follow a quasi-military schedule. The schedule will provide time for flag raising ceremonies, calisthenics, flying instruction, personal recreation, study and meals.

Students will be required to pay for only the meals; the CAP Corporation will provide funds for instruction and housing.

Col. Spraggins Named National Safety Officer

(Continued from Page 1)

versity of Houston. He also taught industrial safety and aeronautics at UH.

SINCE completing his college education, he has spent all of his time in industrial safety.

The colonel has held a pilots license since 1938 and currently holds several FAA certificates, including commercial pilot, flight instructor, A & E mechanic and ground instructor.

He also holds a professional secondary education teachers certificate and a driver education training certificate, both issued by the State of Texas, and is a qualified Red Cross First Aid instructor.

As National Safety Officer, CAP, Colonel Spraggins will assist the national commander, the chairman of the National Board and the director of safety in conducting the CAP safety program.

In a letter to Colonel Mason, Maj. Gen. Joseph D. Caldera, USAF (Ret., president of the Flight Safety Foundation, Inc., said Major Lasiter was chosen for the appointment as foundation liaison representative to CAP on the basis of his "... extensive knowledge in the flight safety field, and his keen interest in our programs will be extremely beneficial in the development of improved safety techniques and procedures for safety education ..."

An appropriate plaque from the

foundation will be presented to Major Lasiter at a future date.

The major, who directs the flying and ground safety programs at National Headquarters and throughout CAP, said the safety record of CAP has improved over recent years.

In flying safety, CAP improved its 1965 accident rate 43.1 percent over its 1964 record with a reduction of 19 accidents for the year. Over the past two years there has been a 60.0 percent reduction in flying accidents.

In 1964 there were 44 flying accidents within CAP. This figure dropped to 25 in 1965. To illustrate how much the flying safety record has improved, there were 149 accidents in 1954, nearly six times the 1965 total.

CAP's ground safety record has also improved. In 1964 there were 98 ground accidents. The 1965 total was 76—a reduction of 22.4 percent.

Major Lasiter emphasizes that such improvements are possible only through the cooperation of all personnel in the field.

"We at National Headquarters can continue to stress the importance of observing sound flying and ground safety procedures," Major Lasiter said, "but we only administer the program. The people in the field are the ones who make a successful safety program possible and are responsible for improved flying and ground safety records."

"Other factors contributing to improving our safety record," the major said, "include the operations standardization program and the flying orientation program conducted at the FAA Academy in Oklahoma City. But the CAP safety program belongs to and is the responsibility of each member of CAP."

Major Lasiter announced that in 1966, for the first time, National Headquarters has initiated a formal CAP-wide accident prevention program. The ultimate goal is a zero percent accident rate.

Monthly themes will highlight the 1966 safety program.

January's theme emphasized commanders and directors of safety responsibility in the safety program, while this month attention will be called to the supervisors' responsibility in the safety program.

Themes for the remainder of the year are:

- March: human factors in the safety program.
- April: education — air and ground.
- May: air discipline — ground discipline.
- June: standardization—traffic safety.
- July: training—driver training.
- August: maintenance and materiel—air and ground.
- September: weather — flying and driving.
- October: search and rescue—air and ground.
- November: facilities—air and ground.
- December: evaluation of the safety program.

Colonels Mason and Castle have also authorized a 19-member National Safety Advisory Council, composed of aviation and safety leaders of the nation. The council will assist and advise the national commander and the National Board in the development and execution of the Civil Air Patrol safety program.

Members of the council will be announced in the near future.

CAP Calendar

CAP CONFERENCES

Event	Date	Location
National Executive Committee Meeting	Mar 4-5	National Headquarters Ellington AFB, Texas
Southwest Region Conference	April 1-2	Dallas, Texas
Middle East Region Conference	April 29-30	Unannounced
Pacific Region Conference	May 13-14	Dunes Hotel, Las Vegas, Nev.
Rocky Mountain Region Conference	May 27-28	Unannounced
Southeast Region Conference	June 24-25	Diplomat Hotel, Hollywood, Fla.
North Central Region Conference	Sept 9-10	Minneapolis, Minn.
Great Lakes Region Conference	Sept 23-24	Detroit, Mich.
Northeast Region Conference	Oct 14-15	Stowe, Vt.

CAP Activities

FAA/CAP Pilot Orientation Program	June 20-July 1	Will Rogers Field, Okla. City, Okla.
FAA/CAP Pilot Orientation Program	July 5-15	Will Rogers Field, Okla. City, Okla.
Cadet Flying Encampment	July 17-Aug 13	Elmira, N.Y.
Cadet Flying Encampment	July 17-Aug 13	Chester, S.C.
Cadet Flying Encampment	July 17-Aug 13	Lawton, Okla.
FAA/CAP Pilot Orientation Program	July 18-29	Will Rogers Field, Okla. City, Okla.
FAA/CAP Aircraft Airworthiness Orientation Program	July 18-29	Will Rogers Field, Okla. City, Okla.
IACE	July 22-Aug 23	New York City, Washington, D.C.
Jet Orientation Course	July 24-30	Perrin AFB, Texas
FAA/CAP Aircraft Airworthiness Orientation Program	Aug 1-12	Will Rogers Field, Okla. City, Okla.
FAA/CAP Flight Instructor Orientation Program	Aug 1-12	Will Rogers Field, Okla. City, Okla.
FAA/CAP Flight Instructor Orientation Program	Aug 15-26	Will Rogers Field, Okla. City, Okla.

General Aviation

Air Force Association, 20th Anniversary Convention	Mar 22-25	Dallas-Ft. Worth, Texas
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Handouts Now on Sale

(Continued from Page 1)

Pens—100 (\$27.00) plus 50 cents for handling and mailing. Tags—100 (\$10.00) plus 50 cents handling and mailing charge. The handling and mailing charge should be included in the money order.

There is also a tape punch machine which goes along with the individual plastic baggage tag. This machine punches out the individual name on an adhesive tape. The machine, a regular \$10.00 value, has been made available to CAP units for only \$5.00.

The machine is also handy for tagging other squadron or individual property within the unit. It comes with five rolls of tape; addi-

tional rolls can be purchased locally.

Deadline for ordering is March 15, 1966, with delivery scheduled about mid-April.

Organize Team

JACKSONVILLE, Fla. — The Forest View Cadet Squadron, Florida Wing, has organized a land rescue team, composed of volunteer cadets from within the unit.

Squadron officials report the team will be used to support the local community during unexpected disasters. Training will include emergency services, Red Cross first aid, Civil Defense radiological monitoring and fire fighting.

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and 5 rolls of tape (\$10 retail value)			
Total Amount Remitted		\$	

Merchandise to be mailed to (complete mailing address and zip code):

(NOTE: Make money orders payable to Office of Information)

Group Promotes Safety

NEW BRITAIN, Pa. — Valley Forge Group 90, Pennsylvania Wing, has developed a program to promote greater flying safety. Members of the unit are in the process of distributing a pocket-size manual, prepared by the Flight Safety Department at National Aviation Underwriters.

The booklet "Pilot's Manual of Flight Operations" contains the 12 golden rules for aircraft accident prevention. The rules were developed by the NAU through analysis, by IBM machines, of 10,000 actual aircraft accidents.

Nearly 90 percent of all accidents, the manual states, are the result of "pilot error." The IBM machines indicated that strict adherence to "the Safe Pilot's 12 Golden Rules" would eliminate about 93 percent of these pilot error accidents.

Valley Forge Group circulated about 700 copies of the manuals among general aviation enthusiasts

in the Group 90 area. This is a two-county area in eastern Pennsylvania.

Besides the 12 rules, which include check-out, aircraft pre-flight, vigilance, controls and systems, weather, speed and stall control, navigation, take-off and landing area, take-off and landing limits, wind, physical condition and starting engine, the manual also has human, weather and aircraft checklists.

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LETTERS

(Continued from Page 4)

wing cadet. The cadet is now enrolled at Brigham Young University, Provo, Utah. He wrote the letter on the 24th anniversary of Civil Air Patrol.)

Dear Colonel Morse:

I remembered the significance of that date (December 1) and the effect it has had on the past four years of my life.

It was while I was thinking of flying, SAOC, encampment, ranger school, rescue teams, drill competition, and my squadron, that I decided to write and tell you how helpful I have found my CAP training.

I am enrolled in the AF-ROTC Program. In ROTC I have found my CAP military training most valuable. I had never before realized how important the simple skills of reporting, saluting, shining shoes, drilling and being able to give commands are. They enabled me to impress my superiors, and when questioned as to my background I am proud to say "I was a Civil Air Patrol cadet."

... the CAP cadet program is one of the best opportunities available to the young people of this nation. It teaches ... an understanding of the aerospace accomplishments of our time and respect (for) American Ideals, discipline and leadership. While they learn ... (they) augment their knowledge and character.

Respectfully,
C. Victor Bak
Cadet, AFROTC
Brigham Young University

Aviation Careers

Dear sir:

In the December 1965 CAP TIMES you carried an article by Dianne Wheeler called Aviation Careers. Could you supply me with the address on how to get the book CAREERS IN SPACE by Otto Binder.

(The book CAREERS IN SPACE is available at most public libraries or can be ordered from Walker and Co., 10 West 56th Street, New York City, New York, 10019.)

FAA Aviation Program Set

(Continued from Page 1)

Airworthiness Orientation Program, will be held in two parts, July 18-29 and August 1-12. Activity in this program will include orientation in FAA inspection requirements, inspection cycles, aircraft maintenance procedures and applicable maintenance publications. Although the T-34 will be used, the program is applicable to any light aircraft.

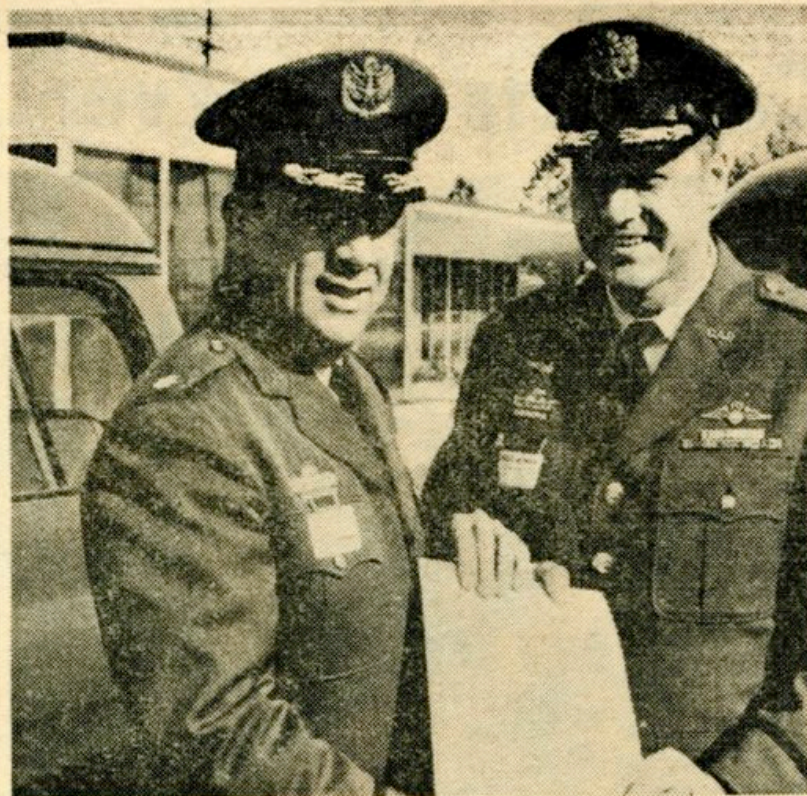
TEN CAP senior members may attend each part of Phase III. Nominees must be active in a CAP unit or flight line maintenance and possess the maintenance specialty qualifications listed for the Flight Line Officer in paragraph 30c of CAPM 50-15, Part I.

Attendees for all programs will pay for their food and lodging and must be prepared to provide for their transportation when necessary.

View Titan

TACOMA, Wash. — Senior and cadet members of the Narrows Cadet Squadron, Washington Wing, were recently given a special showing of the Air Force Titan II intercontinental ballistic missile during the missile's only showing in the state of Washington.

Arrangements for the showing were made by TSgt. Charles Britt, USAF, who is assigned to the local USAF Recruiting Office.



Group Plan

AT THE recent Georgia Wing Commander's Call, Colonel Ted Limmer, wing commander, right, presents the Group III charter to Lt. Col. Jack A. McMurtrey. Georgia Wing has been reorganized into the group plan, with each group based on the state's CD regions.

Flying Encampments

FAA Test Mandatory

NATIONAL HEADQUARTERS — Cadets selected to attend a 1966 flying encampment, airplane or a

glider course, must successfully complete the appropriate Federal Aviation Agency private pilot written examination before admission.

National Headquarters has developed two self-study guides to assist selected cadets in passing the required FAA written test. CAPP 61 is a self-study guide for the private pilot written examination and CAPP 62 is a self-study guide for the private glider pilot written examination.

Both pamphlets are free and were scheduled for distribution February 1.

Commanders are urged to encourage cadets selected to attend 1966 flying encampments to utilize the appropriate CAP self-study guide in preparing for the required FAA written examination.

Commanders may obtain free copies of the guides for distribution to selected cadets by letters of request, indicating name, grade and serial number of each cadet for whom a study guide is requested. Letters of request should be addressed to National Headquarters (CPE), Ellington AFB, Texas, 77030.

DOWNERS GROVE, Ill.—Austin J. Corcoran, a member of the Downers Grove Composite Squadron, Illinois Wing, is taking part in U.S. Navy operations in Antarctica as part of the Seabee support unit in "Operation Deepfreeze."

Corcoran is military education officer in the cadet training program of the Downers Grove squadron.

(Continued from Page 1)

their numbers with enough zeroes to make eight-digit numbers. For example, the senior member serial number "123456" would be "00123456" for testing purposes.

—Answers must be coded within the lines provided. Stray marks must be carefully erased and answer sheets must be neat and clean.

—Wrong answers must be completely erased, not circled. Any item with two or more answers will score as a miss, even though one may be right.

—Answer sheets must not be folded, creased or mutilated in any way. Even a very small tear or staple hole in the sheet will cause it to be rejected by the IBM machine. If an erasure goes through the page, a new answer sheet must be made up.

A large number of cadet sheets are being held at National Headquarters because they did not have the cadets' new serial numbers entered on the forms. Units that received a notice to this effect must provide the centralized testing section with the serial numbers before the tests can be processed.

THE testing section also pointed out the temporary waiver that permitted unit testing officers to take examinations has expired. As stated in paragraph 5a, CAPR 280-1, testing officers may not take examinations.

A new revised CAPR 280-1 has been distributed to all units. Unit testing officers should familiarize themselves with the new regulations.

In line with the new scoring system, IBM printouts should be included in ordering the cadet shoulder boards and applications for Mitchell Awards. The IBM printout sent to the unit should be cut in strips and the appropriate strips used for ordering purposes.

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CAP TIMES

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FEBRUARY, 1966

CAP TIMES 19

Georgia Wing Eyes 25th Place Standing

WARNER ROBINS, Ga.—"Twenty-fifth place in the national standings to celebrate the 25th anniversary." This was the goal set forth by Col. Ted Limmer, CAP, Georgia Wing commander, during the recently concluded Wing Commander's Call, held at the Congress Inn here. The two-day work session was the first held in recent years by the wing.

Another major item on the conference agenda was the presentation of Group III charter to Lt. Col. J. A. McMurtrey, commander. Georgia has reorganized its wing based on the state's seven Civil Defense regions.

According to a letter to all unit commanders published by wing headquarters it is expected that group commanders will become or will affiliate closely with CD air transportation chiefs for that operational area.

The letter went on to say "The advantages of close liaison or co-incident membership in CD and CAP during an emergency conditions are many. One of the most important is that this close association will assure our state Department of Defense that a close liaison exists between CD and CAP so that no time will be lost in an emergency."

CONFERENCE groups were led by Maj. Harry Harkins, information; Maj. LaVere Limmer, personnel; Maj. Bill Bookhammer, maintenance and operations; and Maj. Austin Baumann, communications.

Of interest to all members was an evaluation of the point standings, long range goals of the Georgia Wing. Lt. Col. Bob Brownfield, USAFR, an expert in the data evaluation field clearly outlined strong points and weak points in the over-all plan to make Georgia a real contender for national standings.

Maj. Octavis Jordan, USAF, wing liaison officer, assisted the colonel.

TRANSPORTATION and other support arrangements were made by Maj. Bob Geiger, CAP, Warner Robins Squadron deputy commandant for cadets.

Colonel Limmer announced plans for a Commander's Call to be held within the wing semi-annually.

CAP TIMES CLASSIFIED

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Utah Recruits Commission

(Continued from Page 1)

navics commission are Frank B. Streater; Bobby V. Walker, director; Stewart L. Ashton, Glenn W. Adams and Dr. Bailey.

STREATOR is a prominent businessman and owner-pilot who flies a Piper Aztec for business and recreational purposes.

Dr. Bailey uses his Beech Bonanza in providing professional services to various hospitals in Utah and Colorado.

Chairman Adams, an outstanding Utah attorney, flies a Cessna Skylane and Ashton is an ex-Navy pilot with widespread business interests.

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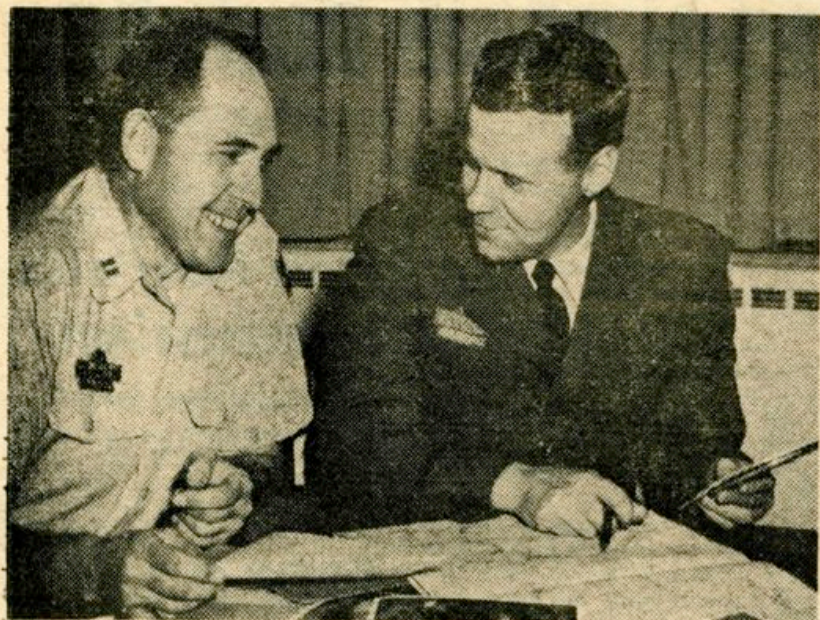
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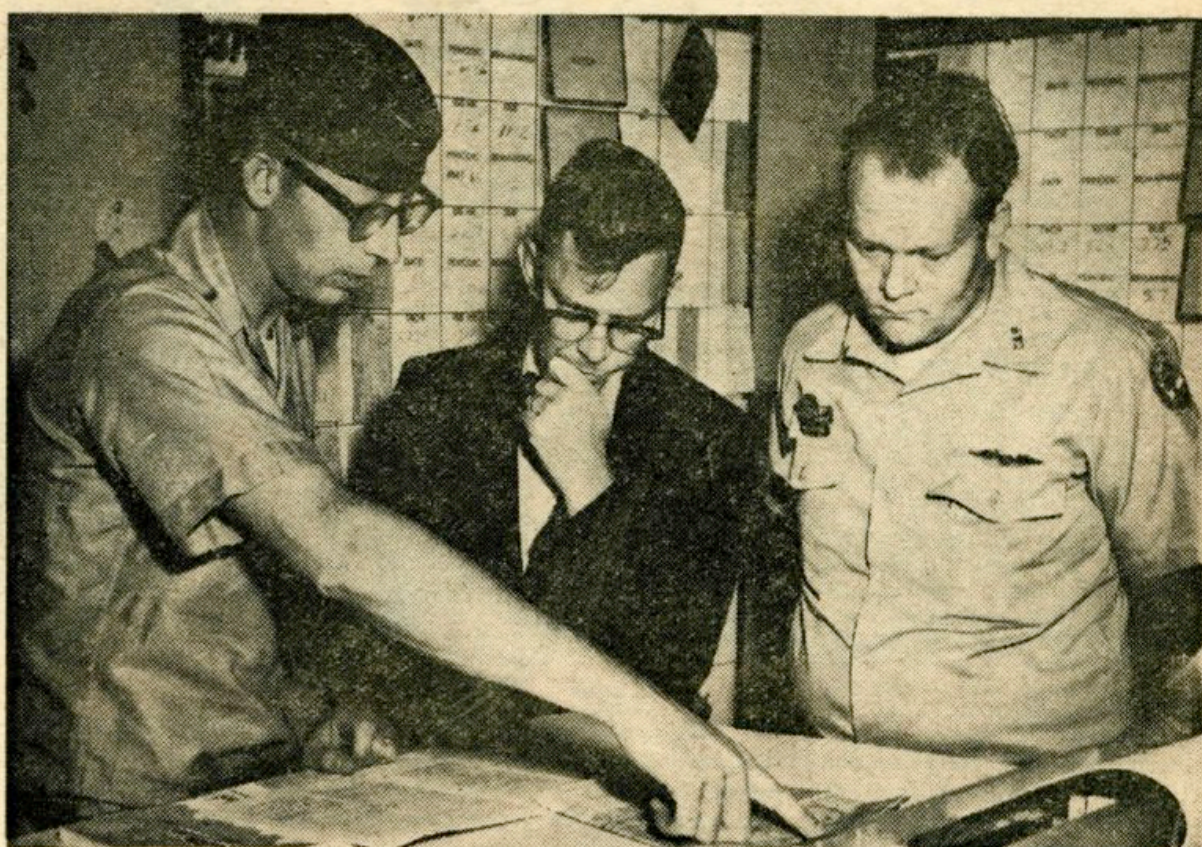
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AF Academy Unit Conducts Observer Program



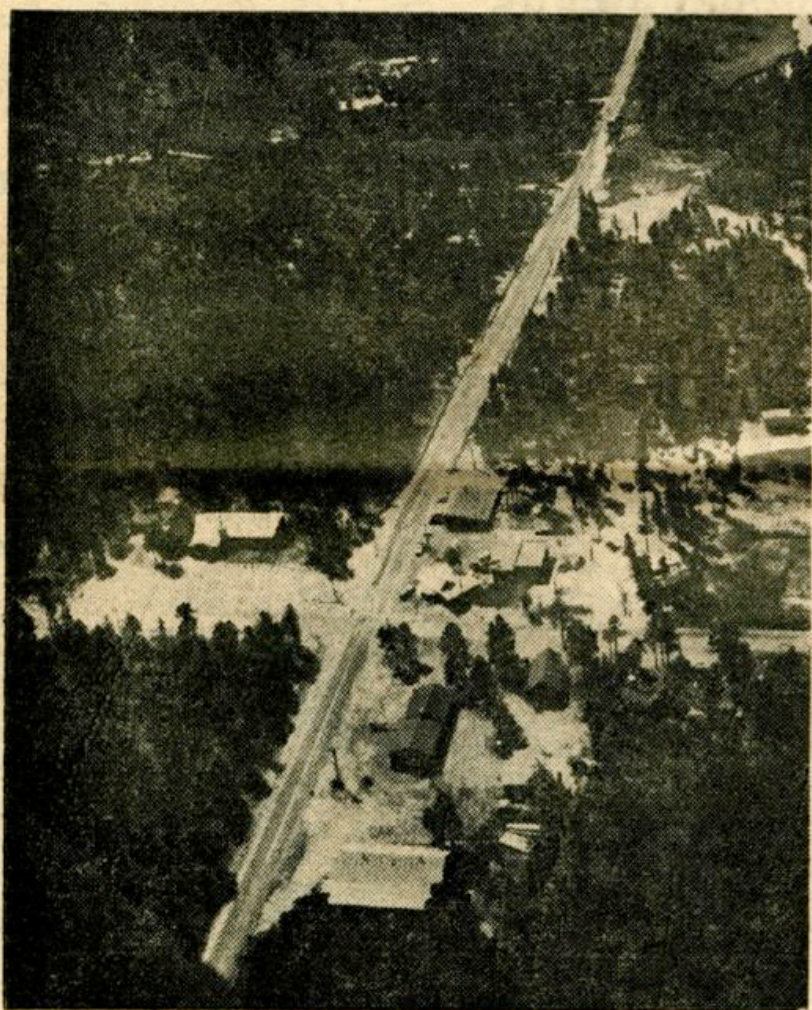
De-Briefing

AFTER A practice mission during the Observer Training Program, Capt. E. R. Manfrin, CAP, information officer, and Lt. Ken Boley, supply officer, recheck the map for landmarks used in spotting "downed" aircraft. The Air Force Academy Composite Squadron, Colorado Wing, conducts a special observer program to supply skilled observers in time of official search missions. (All photos by Capt. Manfrin)



Pre-flight

LT. DAVE Taylor, squadron executive officer, gives a pre-flight briefing to Clarence Brandhorst, a prospective senior member, and SM Robert Williamson. The AF Academy squadron provides observer training to all eligible senior members in the unit.



Rough Terrain

OBSERVERS in Colorado Wing have a local terrain problem when looking for downed aircraft. This photo, taken from 9,000 feet, shows the dense wooded area around the Black Forest community, located seven miles from the Academy site.



Gyroscope

ONE OF the important phases of the Observer Training Program is the MITAC gyroscope instruction. Lt. Taylor, left, SM Bob Brown and SM John Canny, right, discuss the scope which was developed by Massachusetts Institute of Technology to illustrate the practical concepts of gyroscope instruments.



Final Reward

THE MANY hours of work and study come to a successful end for SM Bobbie Robinson, right, as he receives his wings from Maj. James Cooksie, CAP, squadron commander. For SM Robinson the training ends and big job of search and rescue begins.

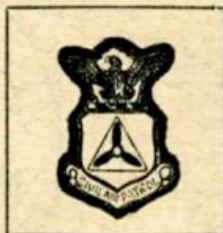
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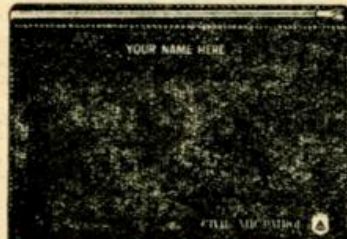
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